CR Consumer Reports™

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from Toyota, Hyundai, Subaru, and Chevy

New Cars™

EXCLUSIVE
TOP-SCORING SMALL SUVs

248 MODELS
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Honda, Mazda, Nissan, Ford, and Tesla

FORD ESCAPE

PLUS +

Buying Guide to Top Car & SUV Tires

10 Tips to Getting More MPGs

Sneak Peeks: BMW 5 Series, Kia Niro & more

JULY 2017 CR.ORG

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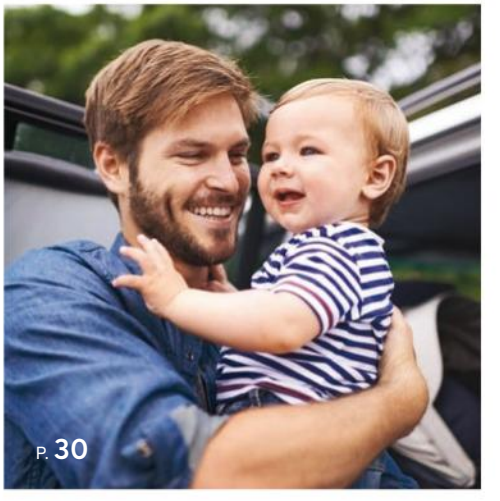
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The CR Difference

DIP YOUR TOE INTO the car-buying market and soon enough you'll be faced with a challenge: Should you hold off for something down the road, or bask in the immediate gratification of driving home a new model today?

To help guide your decision, on page 4 we cover the new Toyota Camry, redesigned Chevrolet Traverse, sleek Kia Stinger, and other exciting models coming later this year.

If waiting isn't in your plan, on page 8 we share our insights on models available now: the BMW 530i, Chevrolet Bolt, Kia Niro, and Toyota Prius Prime.

Small SUVs continue to excite buyers. If you're in the market for one, don't miss our review of five top-scoring models, starting on page 14.

Whether you're buying or leasing, you can rely on CR's ratings and reviews to steer you in the right direction. These are based on the most comprehensive independent auto-testing program and reliability data of any U.S. publication or website.

First, we buy every vehicle we test, and our testers live with each one. So we can tell you which models live up to expectations...and which ones make empty promises.

Second, our subscribers tell us about their experiences with their personal vehicles through our national surveys. In our Annual Auto Survey, subscribers reported the specific problems they have experienced with their car or cars. From this, we then provide detailed reliability histories and predict the models most likely to be either trouble-free or trouble-prone.

But that's not all. One component of our Annual Auto Survey is owner satisfaction, which gives us exclusive insights into how happy owners are with their cars, SUVs, and trucks.

Finally, we've had seat time in new models that we rented from manufacturers (in order to gain insights before they are on sale), and cars we've bought but haven't completed testing.

All of the resulting combined knowledge can help you make an informed buying decision, that's free of advertising hype.

Jon Linkov, Cars Deputy Editor, and CR's Auto Test and Editorial teams

CR Consumer Reports

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Starting Up

What's Coming Soon, Q&A, Testing at the Track

Vehicles to Look For in 2018

SUVs of all shapes and sizes continue to lead the way, but there are a number of redesigned and all-new sedans arriving later this year as well.

Nissan Rogue Sport

Bite-Sized Beauty

Nissan Rogue Sport

LOOKING TO DIVERSIFY their small-SUV lineup, Nissan has introduced a shorter version of its top-selling Rogue SUV. The Rogue Sport provides a slightly larger option to take on subcompact SUVs like the Honda HR-V and Mazda CX-3. Right now, Nissan's only option is the long-in-the-tooth Juke, which lacks the cargo and passenger room of the Honda and Mazda.

The Sport's wheelbase is 2.3-inches shorter than that of the regular Rogue, and overall length is 12.1 inches shorter. With the second-row seat folded the Sport has a claimed 61.1 cubic feet of cargo space, compared with 70.0 cu. ft. in the Rogue. Cargo space with the rear seat raised is a claimed 22.9 cu. ft.

All trims will use the same 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission.

The Sport has a variety of advanced safety features as options—not standard equipment—including automatic emergency braking, blind-spot warning, and lane-departure warning.

Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen. Siri Eyes Free is standard, although there is no mention of available Android Auto or Apple CarPlay.

The Sport will be available in three trim levels—S, SV, and SL. While the S trim has some basics, it's clearly configured to provide an affordable entry-level option, with notables limited to LED lighting accents, Bluetooth connectivity, and a rearview camera.

The Sport SV adds 17-inch wheels, dual-zone climate controls, keyless entry and start, and automatic headlights.

Top-trim SL models get leather-appointed front seats, remote engine start, heated front seats, 19-inch wheels, and heated outside mirrors and steering wheel.

CR's TAKE. The Rogue Sport is supposed to appeal to a younger, less family oriented buyer than the regular Rogue. It is essentially the Nissan Qashqai, which is sold in the rest of the world, and pretty much a stopgap in Nissan's lineup until the manufacturer can introduce a true subcompact SUV.

Going Uptown

Toyota Camry

FANS OF THE CAMRY can ready themselves for a dramatic new look. The eighth generation of the mega-selling mainstream sedan gets an all-new platform rather than a rebodied redesign.

According to Toyota, the new car features a lower center of gravity to improve fuel efficiency, and a two-inch longer wheelbase. Plus, the hood, cowl, and dashboard height have been lowered for better visibility.

Mechanically, the familiar 3.5-liter V6 and 2.5-liter four-cylinder engines carry over. Both will be paired to a new eight-speed automatic.

A four-cylinder hybrid will also be available, mated to a continuously variable transmission. Horsepower and fuel economy estimates were not disclosed.

Four trimlines will be offered—LE, XLE, SE, and XSE. The sportier SE and XSE feature a few unique body modifications and distinctive 19-inch wheels, differentiating them from the other trims.

The interior gets soft-touch materials and other premium-looking upgrades. Toyota also says the front seats have been "completely re-engineered" to be easier to access and more comfortable. The rear seat is also said to be roomier.

Other highlights include an available 10-inch color head-up display, a seven-inch screen within the instrument cluster, and another eight-inch screen showing audio, navigation, and climate control displays in the center console.

The 2018 Camry is the first model to showcase Toyota's next-generation Entune 3.0 infotainment system. It features available remote start and door unlock, vehicle status notifications, a guest driver monitor, and a vehicle finder.

Standard safety equipment includes Toyota Safety Sense P, which includes forward-collision warning with automatic emergency braking and lane-departure warning, and a backup camera. You can also get blind-spot monitoring and rear cross-traffic alert on certain models.

CR's TAKE. We've often seen with manufacturers that "dynamic" styling means decreased visibility, and Camry loyalists may not appreciate such "progress." The new platform should contribute to more responsive handling.

Ford
EcoSport

Chevrolet
Traverse

Roomier Recreation

Volkswagen Tiguan

THE REDESIGNED TIGUAN has grown larger for the U.S. market. It is 10.7 in. longer than the outgoing version, and features an available third-row seat.

Power comes from a 184-hp 2.0-liter turbo four-cylinder with an eight-speed automatic; AWD is available.

The Tiguan's second-row seat can slide fore/aft seven inches, in order to add versatility by providing more passenger or cargo room. Not surprisingly, we found the third row to be suitable only for children. The third-row seat is standard on FWD Tiguans and optional on AWD versions.

Cargo space has also been improved, by a claimed 57 percent, addressing a weak spot with the old car.

While a rearview camera is standard, advanced safety gear like forward collision warning, automatic emergency braking, and lane departure warning is optional.

CR's TAKE. The eight-speed automatic should improve fuel economy from the current Tiguan's 21 mpg overall, and the lower price should attract more buyers.

Well-Mannered Mover

Chevrolet Traverse

AFTER A DECADE on the road, the Traverse gets its first redesign, taking a page from the design of its big brother, the Tahoe. The 2018 Traverse puts increased emphasis on three-row transportation. Riding on a longer wheelbase than the outgoing Traverse, Chevrolet claims there is even more rear passenger space.

Primary motivation comes from a 3.6-liter V6 paired with a nine-speed automatic. Chevy says this combination marks a 10-percent power increase, which should put the new model at over 300 hp.

Of greater significance is the promise of improved fuel economy, a shortcoming with the first-generation of the Traverse. Chevrolet estimates that highway mpg will be rated at 25 mpg on the front-wheel drive Traverse with the V6, which would be a 3 mpg improvement based on the EPA numbers. Tow capacity, when properly equipped, is said to be 5,000 pounds.

There will also be a 2.0-liter, turbocharged four-cylinder paired to a nine-speed automatic transmission.

All-wheel-drive models can be switched to exclusively front-drive operation to boost fuel economy, as we have experienced on the GMC Acadia. The High Country version has a more advanced twin-clutch AWD system.

The new Traverse will feature 7- and 8-inch versions of the MyLink infotainment system with Android Auto and Apple CarPlay. All three seating rows are fitted with USB charge points, and wireless phone charging is available up front.

For safety, the Traverse will offer forward-collision warning, low- and high-speed automatic braking, and lane-departure warning with lane-keep assist. But there is no word on what will be standard.

The Traverse will also have a very simple, clever, and appreciated feature that we have experienced on other General Motors models—a reminder for the driver to check the back seat for a possible child or pet when they are leaving the vehicle.

CR's TAKE. We recently tested the Traverse's smaller sibling, the GMC Acadia. In our tests we found it to be a quiet, comfortable, and pleasant vehicle, qualities that will hopefully carry over to the new Chevy Traverse.

Perky Urbanite

Ford EcoSport

IN EARLY 2018 the EcoSport will join the subcompact crossover market, likely offering nimble handling and plenty of connectivity.

Two engines will be offered: A 1.0-liter turbo three-cylinder and 2.0-liter four-cylinder, each paired with a six-speed automatic. The two-liter comes with standard AWD.

Performance figures haven't been released, but the Ford Fiesta 1.0-liter turbo makes 123 hp and returns 35 mpg overall in our tests.

The EcoSport will feature Ford's Sync 3 infotainment system with an eight-inch screen and an assortment of power points and USB ports to charge gadgets. A mobile app lets owners start, lock, and locate the vehicle.

Available creature comforts include automatic climate control, heated seats, and a moonroof.

While blind-spot warning will be available, it is not clear what other safety features would be offered.

CR's TAKE. With the Fiesta's handling prowess, the EcoSport might be a fun-to-drive option among subcompact crossovers.

Fewer Pounds, More Tech

Ford Expedition

THE REDESIGNED 2018 Expedition follows the trail blazed by the Ford F-150, trimming 300 pounds via an aluminum body and lightweight components. Lower weight typically aids fuel economy, which would be welcomed: the current Expedition EL returned just 14 mpg overall in our tests—low for even this thirsty class. Both short- and long-wheelbase versions will be offered.

The updated 3.5-liter V6 will be mated to a 10-speed automatic. Ford has only said it will make more than the current model's 365 hp.

The optional Terrain Management System will allow drivers to select from Eco, Normal, Sport, and Towing modes.

The modern cabin provides seating for eight, and Ford claims third-row passenger room has improved. Sync3 is standard, and features Android Auto and Apple CarPlay.

Available safety features include automatic emergency braking, and lane-keep assist.

CR's TAKE. The outgoing Expedition's felt like a truck thanks to its low rent interior and lots of wind noise. The new one promises to be a much-needed, modern reinvention.

Lively Luxury

Lexus LS

THE NEW LEXUS LS gets a slick, coupe-like silhouette and is longer, lower, and reportedly 200 pounds lighter than the one it replaces.

The standard drivetrain is an all-new twin-turbo 415-hp, 3.5-liter V6 hooked up to a 10-speed automatic. Lexus claims the rear-wheel-drive LS can pull off a 0-60 mph sprint in just 4.5 seconds. All-wheel drive will be optional.

Compared to the previous LS, the new one is about a half-inch lower, while the hood and trunk are approximately 1.2 inches and 1.6 inches lower, respectively. Lexus says the lower center of gravity will give the new LS more engaging handling than the last model.

Other technological details include the LS's Vehicle Dynamics Integrated Management system, which controls the car's braking, steering, powertrain, and suspension systems.

Inside, there are the expected leather and wood details. Active noise control should help the LS maintain its grip as one of the quietest cars on the planet. You can choose 28-way power front seats that offer heating, cooling, and massage functions—par for the course among ultra-luxury vehicles. Rear-seat passengers are also cosseted, with optional heating, cooling and massage benefits as well as a raised ottoman leg rest.

Finally, the LS comes standard with the Lexus Safety System +, which includes forward-collision warning, automatic emergency braking, and blind-spot warning.

CR's TAKE. Lexus perfected the quiet, comfortable, and stress-free motoring experience with the LS. Hopefully the control layout doesn't end up being too befuddling to detract from that experience.

Sport Appeal

Kia Stinger

YES, THE BRAND known for practical transportation and value is boldly stretching into new territory with the coupe-like Stinger hatchback.

Like bona fide sports cars, the Stinger is based on a rear-drive platform. Driver-adjustable modes such as Eco, Sport, and Comfort alter steering and suspension accordingly. All-wheel drive will be available.

Two engines will be offered: a standard 255-hp, 2.0-liter turbocharged four-cylinder and a 365-hp, 3.3-liter twin-turbo V6.

Stinger offers a complement of advanced safety systems, including forward-collision warning with automatic emergency braking and blind-spot warning.

Beyond the powertrain, entertainment comes from three audio systems, and audio, phone, navigation, and other vehicle information are shown in a color head-up display.

CR's TAKE. Kia is stepping into uncharted territory for the brand. With its hatchback body, sleek styling, and performance promise, the Stinger could be a compelling alternative to established European models.

Lexus LS

Ford Expedition

Kia Stinger

Ask the Experts

Readers ask us for guidance on crash-tests, why we test how fast vehicles accelerate, and why we rate the new Tacoma as unreliable.

Q. What is the process of crash testing a vehicle? Do you crash test all parts of the vehicle? Thank you for your help!

— Chris H.

We don't crash-test vehicles. Instead, we use the data from the crash-tests conducted by the National Highway Traffic Safety Administration and Insurance Institute for Highway Safety. We do perform our own simulated 35 mph frontal crash tests for child seats, based on criteria developed to simulate the crash energy and vehicle interior of real-world crashes. To learn more, go to CR.org and search "How we test child car seats."

Q. You almost always cite how fast one can go from 0 to 60 mph in a specified number of seconds! It seems to contradict your usual safe driving advice, undoubtedly burns more fuel, and makes little or no sense to list this ...unless one is on the NASCAR circuit!

— RNB

Good acceleration speaks to far more than a fun factor. It's vital for executing safe highway merges, and can potentially play a role in some accident-avoidance situations.

Q. I bought a 2016 Toyota Tacoma Limited, but you predict the reliability to be worse than any other small pickup. All other Toyota models have better reliability than most other makers. What problems are you predicting? Or is this an error?

— Timothy Sheehan

We rated the 2017 Tacoma as Much Worse Than Average based on our survey results for the 2016 model, which was the first year of the redesign. Owners reported some problems for the transmission and drive system, which are two very important systems in a vehicle. Respondents to the survey also indicated that there are problems with noises, leaks, and rattles, as well as issues with the infotainment system. All of these are higher rates of problems than should occur for a new vehicle.

Active Workspace
We maintain every CR test vehicle in our professional 7,000-square-foot workshop.

At the Track

We've assembled a group of new test cars with different takes on fuel efficiency. The Prius Prime is Toyota's take on plug-in hybrids—but is it an improvement over the lackluster first-generation? Meanwhile, Chevrolet's new all-electric Bolt is positioned to be a game changer with its long range. With the all-new Niro crossover, Kia is attempting to bring SUV style and practicality to the hybrid market. Finally, the BMW 5 Series has been redesigned with an eye on improving fuel efficiency.

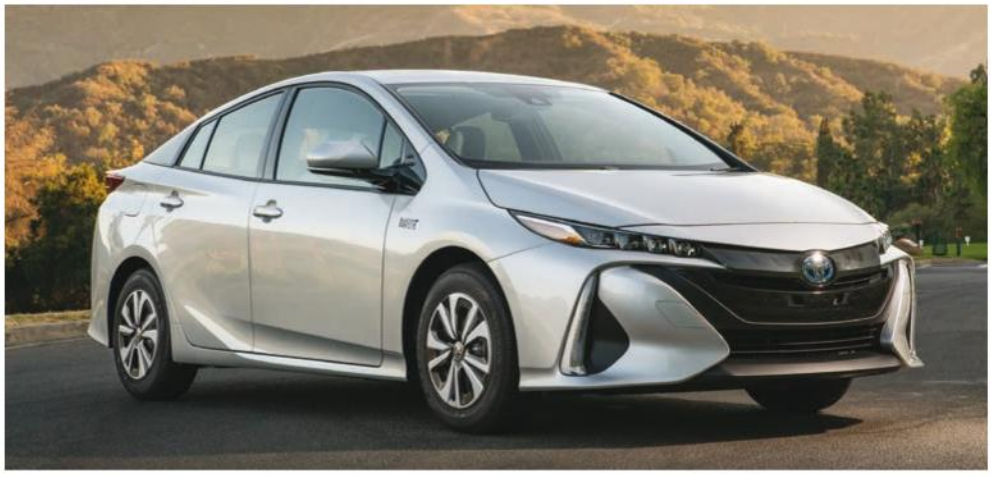
Toyota Prius Prime

How will Toyota's v2.0 plug-in fare?

FOR PEOPLE WHO think the regular Toyota Prius relies too much on gas, yet aren't ready to fully embrace a dedicated EV, the 2017 Prius Prime provides a bridge. Much like the Chevrolet Volt, the Prime can go electric for short distances and rely on its hybrid powertrain for longer trips, with no range worries.

What a difference five years makes. Back in 2012 Toyota rolled out a Prius plug-in. It was a half-hearted effort that promised some electric-only range but resorted to turning its gas engine on at every opportunity. Unsurprisingly, in our owner satisfaction survey the Prius Plug-in hybrid ranked well below the regular Prius. Clearly the company could do better.

But with the fourth-generation Prius, the plug-in takes on a dedicated name, several styling detail differences, and, most importantly, the ability to go run on electric-only power more often and for longer distances. We just bought a $29,889 Prius Prime to test.



Driving Impressions

So far, we've seen an electric range of 22 miles, thanks to an 8.8-kWh lithium-ion battery. It takes about two hours to replenish the battery with a 240V connector. But the Prius Prime can also be charged on 120V overnight.

Unlike its predecessor, the Prime remains in electric mode even at full throttle or climbing hills. It's only during very cold temperatures and at highway speeds that it'll fire the gas engine while in electric mode. Once past those electric-only miles, the car reverts to regular hybrid operation.

A long press on the Mode button shifts into battery recharge mode, in which the engine works constantly and thus buzzes monotonously. It doesn't take long before you gain five or six miles of electric range, which can be used in an urban environment or anywhere else. Of course, this runs the engine, cutting into fuel economy.

With a full battery, the Prime essentially delivers an electric car experience, complete with near-silent running and brisk response. In hybrid operation, it functions much like a regular Prius, which returned 52 mpg overall in our tests. Ultimately, the Prime promises a combined range of more than 600 miles.

In other respects the Prime drives very similarly to the regular Prius, with a comfortable, steady ride and handling that's responsive and secure, though not sporty.

Inside the Cabin

Anyone familiar with the regular Prius will feel at home inside the Prius Prime. Still, there are differences. One thing that is noticeable immediately: the Prime is only a four-seater. The big battery takes up the space between the two rear passengers. And drivers will quickly realize that, due to the curved rear window, there's no wiper to clean the rear glass.

Three equipment levels are available, with the top trim distinguished by a larger touch screen and faux leather seats, with the driver's seat powered.

Another difference is the large, Tesla-like touch screen, which serves as the gateway to the audio system, trip information, phone, and navigation. We find it extremely distracting and tedious to use.

You'll get to Toyota's various apps and other secondary items before you'll figure out how to get simple good-old FM radio. Yes, it's that maddening. The seat heater controls seem like an afterthought—the switch is low and far away on the dash, practically by your ankles.

Rear-seat passengers won't notice much difference—if any—between the accommodations in the regular Prius or the Prime. However, current Prius owners take note: don't expect the Prime to provide the same expansive storage space. While the rear seats do fold flat, the battery takes up a large percentage of the cargo area.

Advanced active safety systems are standard, including forward-collision warning and automatic emergency braking.

Check back with us at CR.org to see the Prime's test results.

TEST CAR SPECS **Price** $29,889 **Engine** 121-hp, 1.8-liter 4-cylinder and 95-hp electric motor; 8.8-kWh Lithium-ion battery **Transmission** Continuously variable **Drive wheels** Front

Chevrolet Bolt

An affordable electric car with liveable range

ELECTRIC VEHICLES WERE typically good for less than 100 miles of range-unless you have the $100,000-plus for a Tesla. That was until now. Chevrolet's new all-electric Bolt (not to be confused with Chevrolet's plug-in electric hybrid, the Volt) promises a range of 238 miles along with a vastly more affordable price tag.

Even if the Bolt ends up with a slightly lower real world range, such a long leash endows the car with much more practicality than rival EVs. The result: less travel planning is required on the owner's part, there is much less white-knuckle range anxiety, and more emissions-free serenity.

We rented a Bolt in advance of purchasing our own for testing, so we could get a feel for how liveable this compact EV hatch will be.

Driving Impressions

The Bolt's rather mundane looks mask the car's advanced technology and sophistication. Tap the throttle and you immediately feel the silent, instant electric torque. With 200 electrified horses on tap, this small hatchback accelerates with gusto.

Despite its tall stance the Bolt feels planted in corners. This is due in large part to its low-mounted battery. We found that Chevrolet's electric car is eager to tackle a curvy road and actually fun to drive–virtues that most EVs can't claim.

The ride is firm, yet composed, giving the Bolt a solid and substantial feel.

Choosing the gear selector's L position increases regenerative braking, capturing energy to recharge the battery. Choose to leave the lever in D and the Bolt coasts like any conventional car.

Like in the Chevrolet Volt, there's a paddle on the back of the steering wheel that you squeeze to engage even more regenerative braking.

Inside the Cabin

You sit high in the Bolt and the big windows make it feel open and airy. There's decent space in the rear seat, helped by a totally flat floor. Nicely textured plastic and colored stitching on the optional leather seats liven up the cabin.

A huge 10.2-inch screen dominates the dash. Apple CarPlay and Android Auto compatibility is nice, too. The optional surround-view camera, on top of the standard backup camera, is a handy touch.

The Bolt's top-trim Premier version adds leather, blind-spot monitoring, front and rear heated seats, and a heated steering wheel. Only the Premier version offers advanced safety gear, such as forward-collision warning and automatic emergency braking, and even then it is only optional. We wish it was standard across the line.

We are looking forward to living with our own Bolt very soon. Check back with us at CR.org to see if we are still as charged up about it as we are now.

VEHICLE SPECS

MSRP $36,620-$40,905 **Engine** 200-hp Electric
Transmission 1-speed direct drive **Drive wheels** Front

Kia Niro

Combining practical hatchback design with high mileage hopes

KIA IS ATTEMPTING something that no other automaker has done successfully: challenge Toyota in the dedicated-hybrid market. But, unlike the Prius, the 2017 Kia Niro does it without styling that screams "I'm driving a 'green' machine."

In fact, there's only a discreet "ECO/hybrid" badge on the liftgate that gives away the Niro's true identity. Otherwise, it looks fairly nondescript. The Niro is slightly shorter than the Prius, but it stands two inches taller and boasts an SUV-like profile. Plus, the Niro's base price is more than $1,700 less than the Prius. We just took delivery of a Niro EX to test.

Driving Impressions

Under the Niro's hood is a 103-hp, 1.6-liter four-cylinder matched to a six-speed dual-clutch automatic—an unusual choice since most hybrids use a continuously variable transmission. The 43-hp electric motor can allow the car to move at low speeds on electric-only power. Total system output is 139 hp.

Fuel efficiency is a key goal here for Kia, and the EPA estimates the Niro will return 43 to 50 mpg combined, depending on the trim line. So far, we've seen around 42 mpg in mixed driving with our EX, well short of the 52 mpg overall in the Prius we tested.

With a light throttle foot, you can glide along on EV power to about 40 mph. All hybrids have some sort of transition between electric and gas-engine power, and the Niro's is pretty smooth.

The ride is a bit choppy, but not objectionable. Handling, however, is certainly not sporty or engaging. With such a mundane driving experience, we'd suggest looking at the Ford C-Max or Fusion Hybrid if you want to save gas but have some fun doing it.

Inside the Cabin

The Niro is fairly sedate on the inside—which really isn't a bad thing. There's a simple and functional design to the Niro that we've come to admire from other Kia products, with easy-to-master controls.

The standard cloth and partial leather seats are supportive, but we'd spring for the optional power seats to get the two-way power lumbar support.

The infotainment system comes with standard Apple CarPlay and Android Auto compatibility, and offers a slightly bigger eight-inch screen with a navigation system and Harman Kardon audio system. A dual-zone automatic climate control system is standard; a heated steering wheel and heated and cooled front seats are optional.

Kia offers a full complement of high-tech driver aids, including blind-spot and lane-departure warning, automatic emergency braking, and adaptive cruise control. But these typically come of high-end versions that ring in well into the $30,000s.

Low gas prices and Toyota's dominance of the hybrid segment mean the Kia Niro is facing an uphill battle. Still, the Niro looks like it will be a useful and efficient hybrid, offering shoppers an alternative to the ever-popular Prius.

TEST CAR SPECS

Price $26,805 **Engine** 139-hp, 1.6-liter 4-cylinder hybrid **Transmission** 6-speed dual-clutch automatic **Drive wheels** Front

BMW 5 Series

Redesigned luxury sedan is more comfortable and sophisticated than ever

BMW FOCUSED ON reducing weight, adding technology, and reducing cabin noise with its 2017 5 Series redesign. The new car is essentially the same size as the outgoing model, but BMW says it's lighter by 220 pounds and the rear seat and trunk are marginally roomier.

We recently purchased a 2017 530i xDrive. Although we're still putting on break-in miles, the new 5 Series is proving to be one of the most complete midsized luxury sedans on the market. It's super quiet, comfortable, reasonably quick, and fuel efficient, with a cabin that is finely crafted but not glitzy.

Driving Impressions

Engines have been bolstered across the board. The 2.0-liter turbo four-cylinder in the 530i is up to 248 horsepower, while the 3.0-liter turbo six-cylinder in the 540i has been bumped to 335 hp. Both engines are mated to a slick eight-speed automatic. All-wheel drive is optional.

TEST CAR SPECS

Price $65,210 **Engines** 248-hp, 2.0-liter turbocharged 4-cylinder **Transmission** 8-speed automatic **Drive wheels** All

There's a 530e plug-in hybrid version, too, which commands only a $200 premium over the 530i and is available with AWD.

The 530i's engine doesn't deliver explosive power, but there's more than enough oomph on hand for effortless merging and passing. The transmission shifts with smooth precision. The EPA rates the 530i xDrive at 27 mpg combined, which is impressively frugal for the class. We've been observing similar consumption so far.

The steering, a sore spot with the last 5 Series, has good weighting but it is still a bit short on feedback. Handling is calm and composed, but lacks the agility of previous 5 Series models or other sports sedans like the Jaguar XF. The ride is supple and composed, unfazed by most bumps. The extra sound deadening measures have worked wonders—wind, tire, and engine noise are impressively muted.

Inside the Cabin

Soft-touch materials and expensive-looking trim cover every surface. Controls, including the iDrive 6.0 infotainment system with a 10.2-inch screen, are well executed. Our test car has the superb head-up display that's part of the $1,800 Driving Assistance package. The one demerit is the unintuitive electronic shift lever.

The standard front seats are fantastic, with 16-way power including four-way lumbar and adjustable side bolsters. The cushions are firm yet comfy, and there's plenty of all-day support. Even the rear seats are heated, part of the $800 Cold Weather package.

A plethora of advanced safety systems are available, but it's a shame BMW doesn't make forward-collision warning and automatic emergency braking standard. We paid $4,900 for three options packages in order to get a variety of advanced safety features.

An interesting new available feature is Evasion Aid, which will help you steer around a car or obstacle that's suddenly in your path. We will determine its usefulness as part of our testing. Check out CR.org to see our full test results.

Suburban Adventurers

SUVs dominate new-vehicle sales, and small SUVs are the hot segment right now. Here are five top choices in this competitive class.

Subaru Forester

▶ IT'S RIGHT IF: A boxy but quite functional design that emphasizes practicality is more important to you than swoopy looks.

Subaru's popular Forester continues to stand out from the crowd, combining a space-efficient design, easy access, and an enviable reliability history. And starting at just $23,470, with standard AWD, it offers a lot for the money.

By adapting various fuel-efficient technologies, including using a CVT, the Forester delivers an impressive 26 mpg overall and 35 mpg on the highway. Performance is decent from the standard four-cylinder, and the CVT mimics a conventional transmission to minimize the over-revving sensation. The XT's 2.0-liter, 250-hp turbo four-cylinder is quieter and delivers effortless punch.

The ride is supple—one of the best in the segment. Handling is also responsive and very secure, but the Forester isn't as agile as the Ford Escape.

Inside, the airy cabin has generous front- and rear-seat room, with plenty of head room. Even short drivers sit up high with a commanding view. Big windows and thin roof pillars contribute to the outstanding visibility. A backup camera is standard.

Controls are basic and simple to operate. Three big, functional knobs manage the climate system well. The audio system employs straightforward touch-screen logic, and have volume and tune knobs.

The downside is the austere interior. It's not particularly quiet either, with noticeable engine noise when accelerating. At least you can get some luxury features, like a heated steering wheel.

Advanced safety gear is available as part of the EyeSight system, including forward-collision warning and with automatic braking.

Overall, if you're looking for a small SUV that's not flashy, but functional and fuel-efficient, the Forester is hard to beat.

VITAL STATS

83 OVERALL SCORE

85 ROAD-TEST SCORE

Price as tested $27,145
Trim line Premium
Drivetrain 170-hp, 2.5-liter 4-cyl.; Continuously Variable Transmission; AWD
Overall fuel economy 26 mpg

Why Buy One

- Excellent fuel economy
- Roomy rear seat and spacious cargo area
- Simple controls
- Optional EyeSight includes comprehensive electronic safety features
- Easy access and good visibility

Why Not Buy One

- Cabin can get noisy
- Fairly basic and spartan interior
- AWD is standard, whether you need it or not

BEST VERSION TO GET

We'd get the mid-level 2.5i Premium with the CVT, which includes a power driver's seat and a giant sunroof. We'd also add the desirable EyeSight safety equipment suite. All told, for about $29,000, you can get a Forester Premium with a lot of desirable comfort and safety features.

Toyota RAV4

▶ IT'S RIGHT IF: You want a reliable and fuel-efficient SUV with a mature demeanor.

The genre-pioneering RAV4 has been one of the better compact SUVs, consistently among the top-ranked models in this competitive class. With the 2016 freshening Toyota improved the ride and introduced a new Hybrid version.

The standard 2.5-liter four-cylinder and six-speed automatic provides responsive-enough power delivery, with a 0-60 mph time of about nine seconds and a respectable 24 mpg. But the hybrid version feels even punchier at low speeds, thanks to the combination of the electric drive system and the gas engine. You can even drive it in electric mode at speeds up to 40 mph.

On the road, the RAV4 is responsive, with quick, well-weighted steering that transmits decent road feedback. When pushed to its handling limits, the RAV4 remains steady and predictable. As part of the freshening, Toyota cushioned the RAV4's overly firm ride, although at a slight sacrifice of handling precision. In addition, the din of road and engine noise has been lessened.

Inside, front and rear seating and access is spacious and comfortable. The seats are upright and well shaped, but inferior lumbar support meant passengers emerged from the RAV4 ready to do some good-morning stretches.

VITAL STATS

79/78 OVERALL SCORE

75/74 ROAD-TEST SCORE

Price as tested $29,014/$29,753
Trim line XLE/Hybrid XLE
Drivetrain 176-hp, 2.5L 4-cyl.; 6-spd auto; AWD/194-hp, 2.5L 4-cyl. hybrid; CVT; AWD
Overall fuel economy 24/31mpg

Why Buy One

- Among the most reliable small SUVs
- Practical, with plenty of rear seat and cargo space
- Hybrid's excellent fuel economy
- Hybrid's small price premium over regular RAV4
- Rides better than many competitors
- Standard advanced safety equipment

Why Not Buy One

- Front seats in LE, XLE short on support
- Pricier than some rivals, yet lacks some expected equipment
- Difficult to correctly and securely fit child seats

Power lumbar support only comes in the Limited trim, which also includes a power seat, heated seats, and faux-leather. But alas, that top-level lists for $34,000. Competitors provide these items for less.

Instead, the RAV4 comes, with dual-zone automatic climate control and a rearview camera, mid-level XLEs bring a standard power liftgate.

For 2017, Toyota has made forward-collision warning with automatic emergency braking standard on all RAV4 trims.

Overall, the RAV4 is a very well-rounded, practical, and easy-to-drive vehicle.

BEST VERSION TO GET

The XLE has standard automatic climate control and a power sunroof and tailgate, but given the budget, we'd go for an SE or Limited, simply to get a power driver's seat. Note that rivals offer more equipment for much less money, including a power driver's seat and heated front seats.

Kia Sportage

▶ IT'S RIGHT IF: Styling and athleticism are more important than thrifty fuel economy or cutting-edge technology.

Kia has improved the Sportage so much that it ranks among the best small SUVs. It is roomier and more civilized, along with improved visibility and better crashworthiness.

The Sportage achieves these results in spite of a pretty conventional powertrain—a smooth 2.4-liter four-cylinder mated to a responsive six-speed automatic. Its 0-60 mph time of 9.6 seconds is on the slow side, but there's a healthy dose of midrange grunt. The downside is unimpressive fuel economy: just 23 mpg overall.

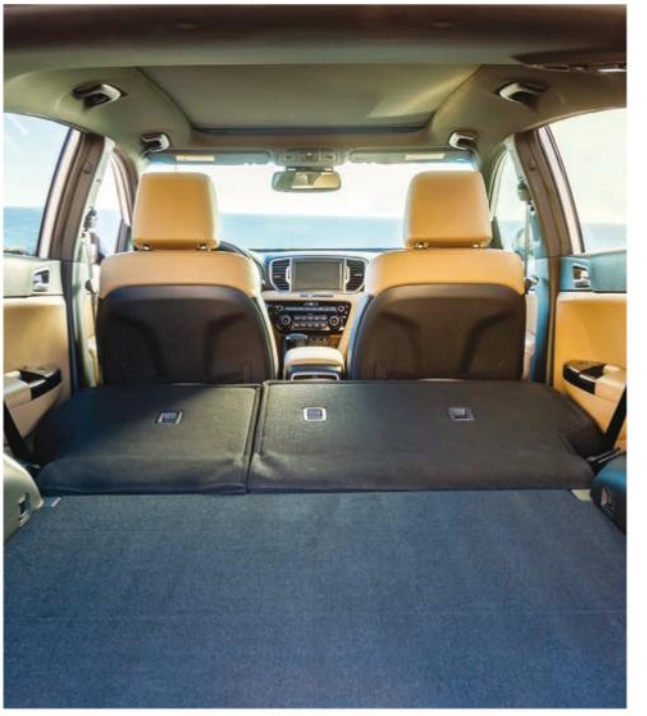
If you need more power, look to the SX Turbo with its 240-hp four-cylinder. Expect a fuel economy hit, of course.

The Sportage's handling is secure and athletic for the segment. It has quick reflexes and well-controlled body roll, but it is short on steering feedback; the Ford Escape feels more nimble. While the suspension soaks up bumps better than the old version, it's still a touch firm. Cabin noise is kept to an acceptable level.

Hop inside the Sportage and you'll find a roomy interior, but rear three-quarter visibility is compromised by the lack of a third side window. The front seats are generous and relatively supportive. The cushions are more firm than plush, but still comfortable. The Popular package brings a power driver's seat with lumbar adjustment. Rear seat room is spacious for the class.

The cabin design is functional rather than fancy, with easy-to-use controls, and the materials feels sturdy. The base LX's 5-inch screen infotainment screen is way too small; higher trim levels get larger screens. Thankfully, the flush load floor makes it easy to slide luggage into the cargo area.

Adding important safety systems like forward-collision warning and automatic emergency braking gets pricey – $31,990 for a front-drive EX, $33,490 for an EX AWD.



VITAL STATS

76	78
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $26,720
Trim line LX
Drivetrain 181-hp, 2.4-liter 4-cyl.; 6-speed automatic; AWD
Overall fuel economy 23 mpg

Why Buy One

- Agreeable and refined powertrain
- Easy-to-use controls
- Handy size with a roomy and versatile interior
- Sportier to drive than most in class
- Refreshingly free of annoying quirks

Why Not Buy One

- Lackluster fuel mileage
- So-so rear and side visibility
- Standard 5-inch infotainment screen is too small
- Expensive to get advanced safety equipment and some other desirable options

BEST VERSION TO GET

Our choice is the LX with the Popular package, to get a power driver's seat and heated front seats. Opt for the 7-inch infotainment system to get Apple CarPlay/Android Auto. Unfortunately, you need to move up to the EX to get safety systems like FCW and AEB.

Ford Escape

▶ IT'S RIGHT IF: You value sporty, nimble handling and can forgo competitive fuel economy or a roomy cabin.

Solid, sophisticated, and athletic, the fun-to-drive Escape delivers agile handling and a taut, mostly supple ride. Plus, its quiet cabin and long list of desirable and high-tech options make this SUV feel more substantial than most of the competition. Just keep in mind: that refinement comes with a hefty sticker price.

The sporty character shines within the first few miles, with frisky handling that's reminiscent of a well-honed European car. The most popular powertrain, a 1.5-liter turbo four cylinder and six-speed automatic, makes for a pleasant and smooth power delivery. However, the Escape's 10 seconds to go from 0-60 mph and fuel economy of just 23 mpg overall puts it behind its peers.

The cabin is a blend of upscale and cheap touches. Soft touch points and chrome bits give it a classy appearance. But the cloth seats lack support, the driving position is narrow, and the low rear seat is too short and flat.

Controls were made easier with the addition of Ford's optional Sync 3 infotainment system, which is clear, responsive, and versatile. Even more basic controls like those for the climate system have been improved.

Reflecting its premium feel, the Escape is relatively expensive. A typical mid-level SE with AWD stickers for about $30,000, but lacks a sunroof or a power rear gate—features found on competitors at that price level. And while a well-equipped Titanium trim is a credible alternative to some luxury small SUVs, its price easily crests $35,000.

Advanced safety equipment such as forward-collision warning is only available on the top Titanium trim, and automatic emergency braking is not available at all.

With the Escape you are going to get a European-like driving experience—but at a price to match.

VITAL STATS

71	75
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $29,630
Trim line SE
Drivetrain 179-hp, 1.5-liter turbo 4-cyl.; 6-speed auto.; AWD
Overall fuel economy 22 mpg

Why Buy One

- Feels substantial for a small SUV
- Relatively quiet inside
- Nimble handling
- Taut, yet absorbent ride
- Sync 3 touch-screen infotainment system works well
- Optional 2.0-liter turbo engine packs plenty of power

Why Not Buy One

- Forward-collision warning is only available on top-trim; automatic emergency braking isn't available
- Unimpressive fuel economy
- Relatively pricey; incentives are often available
- Lackluster front cloth seats
- Rivals have roomier rear seats

BEST VERSION TO GET

The best deal is an SE with the 1.5-liter engine and the SE Technology package, which includes Sync 3 and blind-spot monitoring. Most versions have either a 1.5- or 2.0-liter turbo. Both get similar fuel economy but the 2.0-liter has more punch.

Honda CR-V

▶ IT'S RIGHT IF: You want a roomy, fuel-efficient, and comfortable small SUV.

The redesigned CR-V adds convenience, technology, and impressive fuel economy while expanding the availability of advanced safety features.

Honda's fifth-generation CR-V has grown wider, taller, and a smidge longer. Despite the growth spurt, it weighs about 58 pounds less.

The base LX is fitted with the same 2.4-liter four-cylinder from the 2016 model. But all other trims use a 190-hp, 1.5-liter turbo that delivers more low-end punch. The turbo works well with the CVT.

In our tests we got 27 mpg overall in our all-wheel-drive LX, while our AWD EX-trimmed CR-V returned 28 mpg overall.

Handling has improved, with better contained body roll and quicker steering, though it's not as sporty as a Ford Escape. While the suspension skews firm, the ride is compliant and composed.

Crucially, noise is much better managed. The CR-V's notoriously loud road noise is considerably reduced, contributing to the car's more substantial and premium feel.

The interior is decidedly upscale, with soft-touch materials throughout. The front cloth seats are comfortable, particularly in the EX and higher trimlines, which get four-way lumbar support and a power seat. Rear-seat room is generous and easily accessed through doors that swing out almost 90 degrees.

The base radio is easy to use, but the optional 7-inch touch-screen infotainment system is still frustrating: some common functions require multiple distracting steps, and it is tedious to scroll through the trip info in the instrument cluster. Advanced safety gear such as forward-collision warning, automatic emergency braking, and blind-spot warning come with the EX and higher trims.

We were just completing testing when this issue went to print, so visit CR.org for final test results and scoring.

VITAL STATS

NA	NA
OVERALL SCORE	ROAD-TEST SCORE

STILL IN TESTING

Price as tested $26,245/$28,935
Trim line LX/EX
Drivetrain 184-hp, 2.4L 4-cyl.; CVT; AWD/190-hp, 1.5L 4-cyl. turbo; CVT; AWD
Overall fuel economy 27/28 mpg

Why Buy One

- Very spacious interior, with the roomiest rear seat in the class
- Deep cargo area
- Super-easy access front and rear
- Availability of advanced safety gear
- Reputation for good reliability and strong resale value

Why Not Buy One

- Infuriating audio system on EX and higher trim levels
- Ride is still somewhat stiff
- Can't get advanced safety gear on base trim
- Honda's rigid all-or-nothing options structure

BEST VERSION TO GET

The EX is a solid choice. It includes the Honda Sensing system—with forward collision warning and automatic emergency braking—plus blind-spot warning, keyless entry, and a moonroof. The seats are much more supportive in the EX than in the LX trim.

Right-Sized Affordability

Compact cars offer more than just fuel efficiency. For many people, these five grown-up feeling small vehicles would be perfect for their lifestyle.

Hyundai Elantra

Chevrolet Cruze

▶ IT'S RIGHT IF: You are looking for a comfortable and relaxed midsized sedan, but in a compact package.

With its 2016 redesign, the Cruze became a more accomplished sedan. It takes the best attributes of Chevrolet's accomplished Malibu and Impala and tucks them into a more maneuverable package.

Our typically equipped Cruze LT rang in at $23,145. We added the Convenience package, with keyless and remote start, a power driver's seat, and heated front seats. That makes it one of the more expensive entries in the class, but discounts are available.

With its 1.4-liter turbo engine and six-speed automatic, the Cruze feels effortless when taking off or merging. That comes in part from the car's lighter weight and the turbo's readily-available power. The start/stop feature is one of the smoothest we've experienced. While its 30 mpg overall trails the frugal class leaders, the Cruze got an impressive 47 mpg on the highway.

The Cruze shines with its ability to mute and swallow bumps, but it doesn't like to be rushed, giving the driver plenty of cues that it's more about comfortable cruising than sporty handling.

Inside the somewhat drab cabin, we appreciated the added amenities of the Convenience package. All Cruzes come with a standard seven-inch touchscreen system that is straightforward and easy to use. Android Auto and Apple CarPlay compatibility is built in.

Advanced safety gear availability is a mixed bag. Blind-spot monitoring with rear cross-traffic alert is part of the $495 Driver Confidence package. But forward-collision warning is only available on the top-trim Premier as part of a more expensive options package. And automatic emergency braking isn't even available–a big omission.

All in all, the Cruze imparts the feeling of being a comfortable and relaxed midsized sedan.

VITAL STATS

78	77
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $23,145
Trim line LT
Drivetrain 153-hp, 1.4-liter 4 turbo; 6-speed automatic; front-wheel drive
Overall fuel economy 30 mpg

Why Buy One
- Comfortable
- Relatively quiet
- Good rear seat space
- Easy-to-use controls

Why Not Buy One
- Mundane handling
- Unsupportive front seats
- So-so rear visibility
- Lacks advanced safety features on lower trims

BEST VERSION TO GET

We suggest the LT with the Convenience and Driver Confidence packages to get blind-spot monitoring and cross-traffic alert. Go for the optional 8-inch MyLink system even though it forces you to get a sunroof in the LT and navigation in the Premier.

Toyota Corolla

▶ IT'S RIGHT IF: You want a sensible alternative to a midsize car without giving up fuel economy and space.

Toyota's compact sedan combines practicality and frugal fuel economy with a roomy interior. However, it is still small enough for easy maneuvering and parking.

A 1.8-liter four-cylinder is the main engine, and all versions use a continuously variable transmission—except for the sportier SE, which gets a six-speed manual. But the CVT has a tendency to hold revs high under acceleration, which makes for a loud, often unpleasant experience.

Our Corolla LE delivered an excellent 32 mpg overall and 43 mpg on the highway. The Eco version, with a 140-hp version of the 1.8-liter, is tuned for even better mileage. Still, given the LE's frugal performance, we don't see the need to buy the pricier Eco.

Handling is responsive and very secure, but agility falls short of a Mazda3 or Volkswagen Jetta. With sportier suspension tuning, the SE and XSE versions are a bit more engaging to drive.

The Corolla is one of the best-riding compact cars we've tested, absorbing bumps with only muted impacts.

Inside, fit and finish is a mixed bag and the overall experience is rather humdrum. Front-seat comfort is adequate, but some of us missed adjustable lumbar support. And the steering wheel doesn't pull out very far, leaving it a long reach away.

The touchscreen audio system has straightforward and easy to use controls. One gripe: The onscreen preset buttons are small and clustered tightly together.

For 2017 the TSS-P safety system—including forward-collision warning with automatic emergency braking and lane-departure warning—is standard. That's a major plus in our book.

If you're looking for frugal, no-frills transportation with advanced safety features, the Corolla is a stand out.

VITAL STATS

77	71
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $20,652
Trim line LE
Drivetrain 132-hp, 1.8-liter 4-cyl.; continuously variable transmission; front-wheel drive
Overall fuel economy 32 mpg

Why Buy One

- Impressive fuel economy
- Standard advanced safety equipment
- Lots of room, particularly the rear seat
- Plenty of features for the money
- Proven reliability

Why Not Buy One

- Lackluster handling
- CVT doesn't appeal to all buyers
- Competitors feel more substantial and have nicer interiors

BEST VERSION TO GET

The $21,485 LE Premium trim, with the optional $1,665 moonroof package, is a good value. This version includes a touchscreen audio system and automatic climate control. All Corollas have a rearview camera, USB, and Bluetooth, standard, which many rivals charge extra for.

Mazda 3

▶ IT'S RIGHT IF: You're looking for the most fun-to-drive value in the class and can live with some noise and a bumpy ride.

Think you have to sacrifice driving fun because your budget demands a compact car? Have no fear, because the Mazda3 combines real sportiness and terrific fuel economy to boot.

Starting at under $20,000, the 3 is available as a four-door sedan or five-door hatchback, with the sedan providing slightly more trunk space and the hatchback delivering more versatility thanks to its ability to swallow bulky items.

And both body styles get you one of the most fun-to-drive small cars. The steering is precise, and the 3 corners with enthusiasm, showing quick turn-in response.

In our tests of the 2.0-liter four-cylinder, we got 33 mpg overall with the automatic. We found the slick manual gives the 3 a bit more character, making it more engaging. The automatic also shifts smoothly and responsively.

Acceleration numbers are nearly identical, with the manual taking 8.2 seconds to sprint from 0-to-60 mph and the automatic needing just 0.1 second more. Call it a draw.

A few downsides to the 3 are a fidgety and nervous ride and a rather loud cabin.

The front seats are supportive and well-shaped, but rear-seat room is just adequate for two adults.

The infotainment system features a large center screen, but the various functions requires the use of a center control knob, which has a frustrating learning curve.

Available safety equipment includes lane-departure warning and low-speed emergency braking. A rear backup camera is standard.

No, the Mazda3 is not a boring fuel-economy special. In fact, the little Mazda is a joy to drive, thanks to super-sharp handling, sprightly engines, and smooth transmissions. It's also ultra-easy to recommend.

VITAL STATS

72 OVERALL SCORE

72/73 ROAD-TEST SCORE

Price as tested $21,740/$24,040
Trim line Touring/Grand Touring
Drivetrain 155-hp, 2.0-liter 4-cyl.; 6-speed auto/6-speed manual; front-wheel drive
Overall fuel economy 33/32 mpg

Why Buy One

- Fun-to-drive with agile handling
- Very fuel efficient
- Available blind-spot monitoring and rear cross-traffic alert
- Super-slick manual and automatic transmissions
- Mazdas tend to be very reliable

Why Not Buy One

- Somewhat noisy
- Not the roomiest in class
- Hatchback model has limited rear visibility
- Infotainment system is tedious and distracting to use

BEST VERSION TO GET

Get the Sport and add the Preferred Equipment package which includes blind-spot monitoring and rear cross-traffic alert. We'd also stick with the 2.0-liter engine and the manual transmission. But the six-speed automatic is no slouch.

Hyundai Elantra

▶ IT'S RIGHT IF: Interior space, fuel economy, and value matter more to you than a quiet cabin or spirited driving experience.

For 2017, Hyundai gave the Elantra more interior room, better driver visibility, simpler controls, and stingier fuel economy. But it remains behind class leaders in terms of sound insulation, ride comfort, and performance.

Most Elantras come with a 2.0-liter four-cylinder paired with a six-speed automatic. This mundane powertrain delivered an excellent 33 mpg overall, but it's not very exciting, and the engine becomes buzzy at higher revs.

We found the Eco trim's 1.4-liter turbo four-cylinder, paired with a seven-speed automated manual, to be quieter and more responsive. The EPA rates this combo at 35 mpg combined.

Handling is safe and secure but uninspiring. The steering relays little feedback to the driver. While the ride is mostly compliant, the suspension loses its composure over sharp bumps. Cabin refinement takes a hit from the noticeable engine and road noise.

The interior is open, airy, and spacious for the segment. Our SE test car's cloth front seats provide reasonable comfort, though they tend to lose support on long trips. The top-level Limited brings more supportive leather seats. The rear seat is larger than most compacts, with good legroom. Trunk space is ample with a good-sized opening.

The controls—a combination of reasonably large knobs and buttons— are quite easy to use. The optional 7-inch touchscreen system is easy to use and is compatible with Apple CarPlay and Android Auto.

Forward-collision warning and automatic-emergency braking are only available on the top-trim Limited. We believe these important safety systems should be standard across the board.

In the end, the Elantra's pros and cons balance out enough for us to recommended it.

VITAL STATS

69 OVERALL SCORE

66 ROAD-TEST SCORE

Price as tested $20,090
Trim line SE
Drivetrain 147-hp, 2.0-liter 4-cylinder; 6-speed automatic; front-wheel drive
Overall fuel economy 33 mpg

Why Buy One

- Roomy interior
- Super easy controls
- Impressive fuel economy
- Relatively low sticker price

Why Not Buy One

- Noisy engine
- Ride is too stiff
- Cloth front seats are short on support during long trips
- Forward-collision warning is only available on the top Limited trim

BEST VERSION TO GET

The SE is the best value, but make sure to get the Popular Equipment package, which adds a rearview camera, Bluetooth, an infotainment system with Apple CarPlay and Android Auto, cruise control, heated mirrors, and automatic headlights.

Subaru Impreza

▶ IT'S RIGHT IF: You want a roomy, fuel-efficient all-wheel drive sedan with a comfortable ride.

Practicality and safety have long been Subaru strengths. But Subaru realizes that buyers want more than the automotive equivalent of dry whole-grain toast, healthy though it may be. Proof is in the Impreza's improved style, refinement, and polish.

We had few complaints about power from the 2.0-liter four-cylinder engine, which is helped by a retuned CVT that diminishes engine noise and improves response. At low speeds, you don't notice the CVT as the car easily putts along. Step deeper into the throttle and the transmission simulates a traditional automatic, "shifting" with distinct steps to reduce engine noise when revs get high.

Imprezas have long ranked among the most comfortable compact cars, and the redesign not only doesn't break that winning streak, but improves upon it. The suspension effectively swallows up all types of broken pavement, bettering some luxury cars. Reduced road and wind noise make the cabin a better place in which to spend time.

The Impreza's most unique feature is standard AWD. One typical detriment is fuel economy, but we got 30-mpg overall in our tests, an improvement of 3 mpg.

Buyers will appreciate the upgraded interior, dressed with more soft-touch materials and stitched accents. The seats are supportive, although they lack adjustable lumbar, and the rear seat easily fits adults.

The optional EyeSight safety suite features forward-collision warning and automatic emergency braking, and is available on all but the most basic trims. It's too bad that it isn't standard. Visibility is aided by good-sized windows, relatively thin roof pillars, and a standard backup camera.

We were just completing testing when this issue went to print, so visit CR.org for final test results and scoring.

VITAL STATS

NA OVERALL SCORE

NA ROAD-TEST SCORE

STILL IN TESTING

Price as tested $23,410
Trim line 2.0i Premium
Drivetrain 152-hp, 2.0-liter 4-cyl.; Continuously variable transmission; AWD
Overall fuel economy 30 mpg

Why Buy One

- Standard all-wheel drive
- Rides comfortably
- Good fuel economy
- Optional EyeSight system is an asset

Why Not Buy One

- Tends to be more expensive than competitors
- Standard seat lacks adjustable lumbar

BEST VERSION TO GET

We like the Premium, which adds alloy wheels and heated front seats for $22,015. For our newly purchased sedan, we added the $1,395 option package with blind-spot monitoring and the EyeSight safety gear for a $23,410 total.

Mileage Misers

Plus, smart tips on how to save money at the pump.

THE BEST WAY TO BURN less fuel is to buy a car that gets better gas mileage. But our tests with a Honda Accord, Toyota Camry, and other vehicles show that, even with a brand-new car, you can save at the pump.

› **No idling.** The general rule is to turn off your car if you'll be stopped for more than 30 seconds (outside of traffic lights). Don't worry: the starter is designed for multiple, repeated starts.

› **Keep your tires properly inflated.** In our tests, we found fuel economy is reduced when tires are not inflated to where they should be. Do this when the tires are cold (before the vehicle has been driven or after no more than a couple of miles of driving). Use the inflation pressure recommended by the vehicle's manufacturer, not the maximum pressure embossed on the tire's sidewall. The recommended pressure is often found on a placard on a front doorjamb, in the glove compartment, or in the owner's manual.

› **Slow down.** Slowing from 75 to 55 mph boosted gas mileage 33 percent in testing performed on a family sedan and a large SUV.

› **Be a smooth operator.** Avoid hard acceleration and braking whenever possible. Frequent bursts of acceleration and braking reduced mileage by 2 to 3 mpg on the Camry we tested.

› **Combine trips.** Avoid making multiple short trips, or try to combine all errands into one trip. If you can, avoid rush hour as sitting in traffic burns more gas and emits more pollutants.

> Unnecessary braking wastes fuel because it requires you to accelerate again to get back up to speed.

› **Ride share.** Carpool to work or ride with others to school or sports.

› **Drive light.** Reduce the amount of cargo you have in your vehicle—clean out all the useless junk in the trunk—and take off your roof rack when you're not using it. This will lighten your load, reduce drag, and aid fuel economy.

› **Skip gas-saving products.** In our tests of some gas-saving products that promise better fuel economy, we have not found any that work. Simply put: Don't waste your money.

› **Check your route.** With GPS, it's easy to track traffic and choose another route. Keep in mind that traveling at a consistent speed with few stops or traffic lights is best for fuel economy.

› **Track gas prices.** There are a number of apps, such as Gas Buddy and AAA's TripTik, that will help you find the cheapest gas in your area.

PHOTO: OJO IMAGES LTD / ALAMY

Best & Worst In Fuel Economy

Sure, gas prices aren't bad—for now. But remember that the average age of cars on U.S. roads is 11 years old, so it's likely you'll see a gas-price spike with your next car. In order to make your wallet happy, we've identified the most fuel-efficient vehicles in each class. We included the worst performers in red at the bottom of most categories, so you can get an idea of just how good these top performers really are.

Toyota RAV4 Hybrid

Make & Model	Overall MPG	City MPG	Highway MPG
ELECTRIC CARS AND PLUG-IN HYBRIDS			
BMW i3 Giga	139 [1]	135 [1]	141 [1]
Mitsubishi i-MiEV SE	111 [1]	104 [1]	116 [1]
Ford Focus Electric	107 [1]	108 [1]	107 [1]
Nissan Leaf SL	106 [1]	86 [1]	118 [1]
Chevrolet Volt	105 [1]	99 [1]	109 [1]
Ford C-Max Energi	94 [1] /37 [2]	87 [1] /36 [2]	98 [1] /38 [2]
Tesla Model X 90D	92 [1]	90 [1]	94 [1]
Tesla Model S P85D	87 [1]	64 [1]	110 [1]
SUBCOMPACT CARS			
Toyota Prius C Two	43	37	48
Mitsubishi Mirage ES	37	28	47
Smart ForTwo Passion	36	25	48
Ford Fiesta SE (3-cyl., MT)	35	25	46
Toyota Yaris iA	35	24	48
Honda Fit EX	33	24	42
Chevrolet Spark 1LT	33	23	44
Ford Fiesta SE (sedan)	33	22	45
COMPACT CARS			
Toyota Prius Three	52	43	59
Toyota Prius V Three	41	33	47
Ford C-Max Hybrid SE	37	35	38
Mazda3 Touring	33	23	45
Hyundai Elantra SE	33	21	49
Kia Forte LX	33	21	49
Mazda3 Grand Touring (2.0L, MT)	32	24	41
Toyota Corolla LE Plus	32	23	43
Volkswagen Jetta SE (1.4T)	32	21	47
Honda Civic LX	32	21	45
Toyota Corolla iM	31	22	42
Mini Cooper Base (3-cyl.)	31	22	41
Honda Civic EX-T (1.5T)	31	21	45
Nissan Sentra SV	31	21	42
Mitsubishi Lancer ES	25	17	34
MIDSIZED CARS			
Chevrolet Malibu Hybrid	41	33	49
Ford Fusion SE Hybrid	39	35	41
Hyundai Sonata Hybrid SE	39	31	46
Toyota Camry Hybrid XLE	38	32	43
Mazda6 Sport	32	22	44
Honda Accord LX (4-cyl.)	30	21	40
Volkswagen Passat SEL Premium (V6)	23	16	33
LUXURY AND LARGE CARS			
Lexus CT 200h Premium	40	31	47
Lexus ES 300h	36	28	44
BMW 328d xDrive	35	24	49
Lincoln MKZ Hybrid	34	29	38
Mercedes-Benz CLA 250	28	19	39
Acura ILX Premium	28	18	42
Mercedes-Benz S550 (4MATIC)	18	12	28
Chevrolet SS	17	12	23

Make & Model	Overall MPG	City MPG	Highway MPG
SPORTS/SPORTY CARS (Tested With Manual Transmission)			
Mazda MX-5 Miata Club	34	25	42
Mini Cooper S	30	23	38
Toyota 86	30	23	37
Subaru BRZ Premium	30	23	37
Ford Fiesta ST	29	21	36
Volkswagen GTI Autobahn	29	20	39
Ford Mustang GT Premium (V8)	19	13	27
SMALL SUVS			
Toyota RAV4 Hybrid	31	26	36
Lexus NX 300h	29	23	34
Honda HR-V LX	29	20	39
Mazda CX-3 Touring	28	20	36
Mercedes-Benz GLA250	26	19	35
Subaru Crosstrek Premium	26	19	34
Hyundai Tucson Sport (1.6T)	26	18	35
Subaru Forester 2.5i Premium	26	18	35
BMW X1 xDrive28i	26	17	37
Volkswagen Tiguan SEL	21	16	27
Jeep Patriot Latitude	21	15	28
Jeep Cherokee Limited	21	14	29
MIDSIZED SUVS			
Toyota Highlander Hybrid Limited	25	18	32
Jeep Grand Cherokee Limited (diesel)	24	17	32
Hyundai Santa Fe Sport (2.4L)	23	17	30
Mazda CX-9 Touring	22	15	32
Nissan Murano SL	21	15	29
Ford Edge SEL (2.0 EcoBoost)	21	14	31
Kia Sorento EX (V6)	21	14	30
Dodge Journey Limited (V6)	16	11	25
LUXURY AND LARGE SUVS			
Lexus RX 450h	29	24	33
Lexus RX 350	22	14	31
Acura MDX Tech	21	14	31
BMW X5 xDrive35i	21	14	28
Mercedes-Benz GLS350d	20	14	28
Volvo XC90 T6 Momentum	20	14	28
Jaguar F-Pace Prestige	20	14	27
Audi Q7 Premium Plus	20	13	28
Cadillac XT5 Premium	20	13	30
Lincoln Navigator Base	15	10	20
Toyota Land Cruiser	14	10	20
Nissan Armada Platinum	14	10	20
MINIVANS			
Ford Transit Connect XLT (2.5L)	21	15	27
Chrysler Pacifica Touring L	21	13	33
Toyota Sienna XLE (FWD)	20	14	27
Kia Sedona EX	20	13	28
Dodge Grand Caravan R/T	17	11	27

Rental Car Blues

With a little preparation you can keep more green in your pocket

A DREAM VACATION can easily take a turn for the worse when you arrive at the car rental counter and get an unwelcome surprise: fees. The car rental industry thrives by promoting bargain rates, but making it a challenge to discover the extra fees.

In the same way that a bevy of local taxes can sneak into your final hotel folio, you could be charged fees for the airport concession, the rental facility, and even the rental car's registration, not to mention a local civic improvement or a juiced-up local sales tax.

Those don't even touch the optional extras for insurance, gasoline, toll transponder, or a navigation system.

Drivers under 25 may have to pay a young driver surcharge, face a large dollar hold on their credit card, or not be able to rent at all. And for Seniors traveling abroad, some European rental companies enforce a maximum age limit, or require additional documentation to prove a clean driving record and bill of health. And all drivers can also be obligated to provide additional insurance both here and abroad.

Shop Around & Join the Club

Comparison shopping is vital when renting a car and shopping online is the easiest way to go. Use a travel site like Orbitz/Expedia or an aggregator like Kayak or Priceline; a dedicated site like Carrentals.com; or simply Google "cheap car rental" and the name of the city you're visiting.

Another choice is to join a no-cost loyalty program. These allow renters to skip the lines at the counters, and conveniently, avoid the person behind the counter who will try to upsell insurance and other items you don't need.

Organizations like AAA and AARP offer discounted rental-car deals and perks, such free use of a child seat. Costco and BJ's also offer some great discounts, such as adding a second driver at no extra cost. American Express, Visa, and MasterCard offerings

PHOTO: GETTY IMAGES

also can bring discounts and upgrades.

Don't be afraid to check out smaller car-rental names like Ace, Advantage, Fox, and Payless. Local and regional agencies can charge 20- to 50-percent less than the big chains, even if, as in the case of Payless, they're affiliated with one of the majors. It's a good idea to check local–and recent–online reviews on the smaller players, though. They may have bigger discounts, but it is often the case that their cars have higher mileage–meaning more wear and tear.

Skip the Airport

This is where you can save big. We checked out prices for renting a midsized sedan for eight days, spanning a holiday weekend, from Chicago's O'Hare International Airport. The 11 quotes produced by Expedia ranged from $307 (Payless) to $655 (Avis), including those pesky extra fees.

By changing our search from O'Hare to downtown Chicago, Expedia offered 32 available midsized cars ranging from $126 (Enterprise) to $225 (National).

Also, consider a one-way rental, where you rent the car at one location, but return it at the airport. That may give you the best of both worlds.

Timing

You can get good deals on rentals longer than five days by renting for a weekly rate. But watch out: you could pay more if you have to return your car sooner or later than planned. You may be charged for a full extra day if you're as little as an hour late at drop-off.

Some companies also charge you extra for dropping your car off too early. Your weekly-rate discount may be voided as well, sticking you with a far higher daily rental rate.

Should You Buy Insurance?

Check to see if your own full coverage insurance will cover you while you are renting. A rental company's insurance can cost $10 to $30 per day, if not more. If you have no alternative, consider opting for the Collision Damage Waiver.

> You can save as much as 50 percent off, by renting downtown or in a suburb rather than grabbing a car at the airport.

Credit-car companies may also supply some rental-car insurance (often Collision Damage Waiver), if you book using that card.

The rental clerk may say your own insurance doesn't cover tires, glass, or days out of service. So, before you leave home, check the fine print in your own auto and credit-card coverage. And bring your insurance coverage declaration information with you, just in case.

When you inspect the car before picking it up, take close-up pictures with your phone or a camera to prove that any minor damage or upholstery stains present were there at the start.

Extras to Turn Down

Child seat. Bring your own seat rather than taking a chance on what the rental company has to offer. The seat may not be clean, easy to secure, or available, and the fee–typically $10 a day–adds up.
Navigation. Use your smartphone with GPS or bring own a portable system.
Satellite radio. Unless you're really, really hooked on this, we'd skip it. Or ask if they'll throw it in for free.

Electronic Toll Trolls

The world of electronic tolls is evolving. Where you once paid a fee for the car's built-in e-toll transponder, plus any tolls, many rental agencies now let you drive through the tolls and then pay with a credit-card that is on file.

Because many of these tolls are now cashless, electronic-only lanes, the governing authority uses license-plate recognition to log your car as it goes through the toll.

But you are still on the hook for fees, in addition to each toll charge. Fees in Florida, for example, can range from about $3 per day to nearly $11 per day. If you turn down the program and happen to breeze through a cashless toll, be prepared to pay a big charge for each missed toll, on top of the toll itself. And some companies charge an administrative fee on top of each infraction.

Be alert when making your online rental and picking up the car. Fees for these toll programs are often opt-out: you have to choose to decline participation. If you aren't careful, you'll be automatically enrolled in the program, even if you never go through a single toll. So use a GPS system or mapping app and set it to avoid toll roads.

Playing the Gas Game

You're often given three fuel-refill choices: agree to return the car with a full tank; prepay for a full tank; or let the rental company top up the tank when you return the car.

The first choice is best if you start with a full tank. Fill the car immediately before returning it–and save that receipt! Buying a tankful up front makes sense if you think you'll return the car almost empty. If you return it partly full, you don't get a refund–you're just giving free gas to the rental company.

Letting them fill it for you could be the worst bet. Rental companies can add "service" charges that could tack on several dollars a gallon.

Hit the Road

Once you have your reservation, do your research ahead of time and get familiar with the local driving regulations and always read the contract thoroughly before you sign on the dotted line. It's important that all of the details are buttoned up because the rental companies will invariably claim that the customer is not always right.

No matter your age, be prepared and plan ahead. It can be a chore, but worth it in the end.

Make Your Move... Earlier

Your child needs a convertible seat sooner than you think

MORE THAN TWO YEARS AGO, Consumer Reports inaugurated a new crash-test protocol to evaluate child safety seats–a test we believe gauges the relative safety potential of child seats in conditions that more closely represent an actual vehicle interior. While first conducted on infant seats, our Ratings now reflect testing of convertible seats under the new protocol.

Research shows when a child suffers a serious injury in a crash, it's often to their head. Contact with an interior component, such as the front seatback, is often the cause.

The results of our testing shows that a dummy representing a 12-month-old child had head contact with a simulated front seatback with 16 of the 30 infant seats we evaluated. But in our tests of convertible seats, the dummy fared better–it was protected from a head strike with the simulated seatback in 24 of the 25 tested models.

Don't Wait to Buy

Based on those results, our advice is to transition your child to a rear-facing convertible seat no later than age one. Yes, you lose the convenience of using an infant seat carrier, but that is outweighed by the safety advantage a convertible seat offers for reducing

PHOTO: GETTY IMAGES/DIGITALVISION

the potential for a head injury.

As your little one transitions from his infant seat, a convertible seat is the next step. These seats can be installed in both rear- and forward-facing configurations, and will likely be the seat your child sits in for the longest period of time.

Although many of the infant or rear-facing-only child seats have weight limits up to 35 pounds or more, it is more likely that your child will grow out of many of those seats, height-wise, before reaching those weight limits.

A convertible seat is a must in order to keep your child rear-facing until the age of 2 years old, which is recommended by Consumer Reports and the American Academy of Pediatrics. Updated laws in California, New Jersey, Oklahoma, and Pennsylvania now also require children to sit rear-facing until age two.

A New Advance in Car-Seat Safety

Car seats for children have improved significantly since they were first designed in the early 1960s, and that progress is continuing. One advancement, which is more commonly available in Europe, is the "load leg." It gives an infant car seat additional support by extending a rod from the seat's base to the vehicle's floor.

Load legs, also known as foot props, provide additional stabilization by limiting the seat's forward motion during a crash. That helps reduce the transfer of crash energy to your child in the event of a collision.

In our recently updated infant-seat ratings, the four models that have the load-leg feature are rated Best–our highest rating–for crash protection. Specifically, our crash results demonstrate a 46 percent decrease in head-injury risk in seats with the load leg compared with seats without it.

In order for this feature to become commonplace, car floors will need to be designed with it in mind. The owner's manual for the Chrysler Pacifica with Stow 'n Go folding middle-row chairs specifically prohibits using a load leg because the hatches for storing the vehicle seats may not support the additional crash forces. Check your owner's manual for load-leg compatibility.

Seats with a load leg also tend to be more expensive than other models. More affordable seats are still safe when used and installed correctly, but load-leg seats can offer an additional layer of safety.

Right Seat, Right Time

Waiting until Mom gets labor pains is too late to decide on a car seat. Not only will you need one for your newborn's ride home from the hospital, but over your child's early life you'll also need a range of seats designed for different ages and sizes.

Even seasoned parents may be fuzzy on which seat type is correct and when to move to the next one. The following pages provide a guide to various seat types, and a handy timeline for when to transition your child to the next seat.

Important Strategies for Getting a Secure Installation

Your child seat must fit not only your child but also your car. If you can't test-fit the seat before purchasing it, make sure you can return or exchange it. See SafeKids Worldwide (safekids.org/events) for dates and locations where you can have your seat installation checked.

Here are some tips to help you get the right fit for your child safety seat:

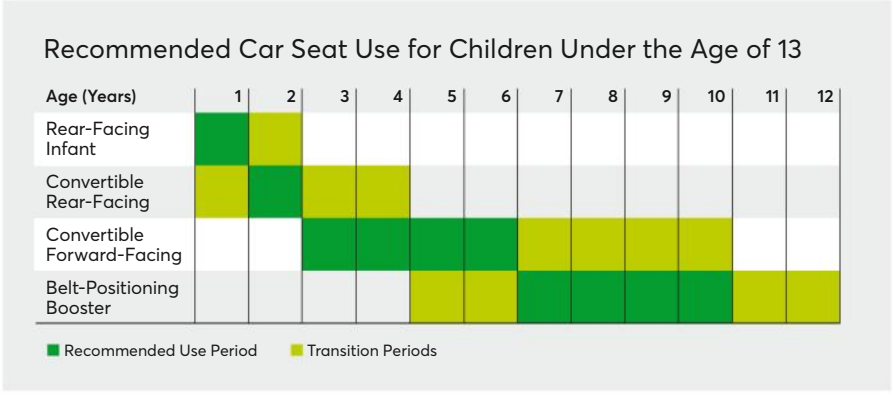
- Carefully read the manuals for both the car and the seat.
- Check the recline of rear-facing seats. That is critical, especially for infants. An overly upright seat may allow an infant's head to fall forward, obstructing his breathing. A seat that is overly reclined may compromise its crash protection. Most rear-facing seats have a built-in level indicator to help you get the seat properly aligned or reclined.
- Child seats can be installed using your vehicle's seat belts, but it's often easier to get a secure fit using LATCH.
- Attach and tighten the top tether for all forward-facing child seats, whether they are installed with LATCH or the seat belt.
- You may have to remove the vehicle's head restraint to allow a forward-facing seat to fit properly against the vehicle's seatback.
- To assure that the harness is tight enough, you shouldn't be able to pinch any fabric at the child's shoulder.

Car-Seat Timeline By Age and Size

These estimations, based on best practices and child-seat height/weight limits, are our recommendations for the minimum number of child seats you'll need to use until your child is ready to use the vehicle's seat belts alone.

It's important to use the right type of seat, to ensure it remains a safe, comfortable, and convenient fit for your child. Spending more doesn't necessarily get you a better-performing seat, but it may buy you more features.

Many midpriced models perform as well as or better than pricier ones. Seats can be reused, but they have expiration dates. And retire the seat after a crash or if it sustains any damage.



Rear-Facing Infant Seats

(for children 4 to 40 pounds)
$80 to $500

You have plenty to haul around as a new parent, but an infant seat's detachable carrier is a great convenience. It allows parents to easily carry the child, and most will also snap into a compatible stroller. Our tests show that infant seats also provide the best fit for the smallest babies. Though they are designed to accommodate babies that weigh up to 40 pounds, most will outgrow them height-wise first. And based on our new findings, you'll want to move your child to a rear-facing convertible seat no later than his first birthday.

Convertible Seats

(for children 5 to 45 pounds rear-facing, 20 to 70 pounds forward-facing)
$40 to $450

You'll need a convertible seat for two reasons: It's recommended for kids to remain facing rearward until they reach their second birthday, and our tests show these seats offer better head protection for 12-month-old kids than infant seats. You may be tempted to use convertibles for newborns, but most don't provide the best fit for tiny babies. The seat can be positioned facing forward once a child has reached age 2 or exceeds the rear-facing height or weight limits of the seat. Many have forward-facing limits of 65 pounds or more.

Belt-Positioning Booster Seats

(for children 30 to 120 pounds)
$14 to $300

Once your child has outgrown a forward-facing harnessed seat, he will still need a booster to allow the seat belts to sit correctly on his frame. A child usually isn't tall enough to use the belts alone until he reaches 57 inches tall and is between 8 and 12 years old. Boosters are designed to raise the child high enough so that the vehicle's seat belt sits correctly. High-backed boosters are a better choice because they include some side bolstering, as well as a guide that can better position the shoulder belt.

WORSE — BETTER | RECOMMENDED | BEST BUY

Recommended	Brand & Model	Price	Overall Score	Test Results			
						Fit-to-Vehicle	
				Crash Protection	Ease of Use	LATCH	Belt
	REAR-FACING INFANT SEATS (New Test Protocol)						
BB	**Chicco** KeyFit	$180	86	Best	▲▲	▲▲	▲▲
R	**Chicco** KeyFit 30	$200	84	Better	▲▲	▲▲	▲▲
R	**GB** Asana 35 DLX	$250	82	Best	▲▲	▲▲	▲
R	**Combi** Shuttle	$180	77	Better	▲	▲▲	▲▲
R	**Cybex** Aton Q	$370	73	Best	▲	▲▲	●
R	**Cybex** Aton 2	$320	73	Best	▲	▲▲	●
R	**Maxi-Cosi** Mico AP	$200	73	Better	▲▲	▲	▲
R	**Uppababy** Mesa	$300	72	Better	▲▲	▲▲	▲
R	**Safety 1st** onBoard35 Air	$160	71	Best	●	▲▲	▲
BB	**Safety 1st** onBoard35	$110	70	Better	▲	▲	▲
	Peg Perego Primo Viaggio 4-35	$300	68	Better	▲	▲▲	▲
	Nuna Pipa	$300	67	Best	▲	▲▲	▼
	Doona Infant Car Seat Stroller	$500	66	Better	▲	▲	●
	Britax B-Safe 35 Elite	$200	64	Better	▲▲	▲	▲
	Britax B-Safe 35	$170	64	Better	▲▲	▲	▲
	Graco SnugRide Click Connect 30	$130	63	Better	▲	▲▲	▲
	Graco SnugRide Click Connect 35	$150	63	Better	▲	▲▲	▲
	Urbini Petal	$100	63	Better	▲	▲▲	▲
	Maxi-Cosi Mico Max 30	$250	63	Basic	▲▲	▲	▲
	Cybex Aton	$270	62	Better	▲	▲▲	●
	Phil&teds Alpha	$200	61	Better	▼	▲▲	▲

Recommended	Brand & Model	Price	Overall Score	Test Results					
						Fit-to-Vehicle			
				Crash Protection	Ease of Use	Rear LATCH	Rear Belt	Forward LATCH	Forward Belt
	CONVERTIBLE SEATS (New Test Protocol)								
R	**Chicco** NextFit	$300	82	Best	▲▲	▲▲	▲	▲▲	▲
R	**Britax** Marathon ClickTight	$265	81	Better	▲	▲▲	▲▲	▲▲	▲▲

Recommended	Brand & Model	Price	Overall Score	Test Results					
						Fit-to-Vehicle			
				Crash Protection	Ease of Use	Rear LATCH	Rear Belt	Forward LATCH	Forward Belt
	CONVERTIBLE SEATS (Continued)								
BB	**Evenflo** Sure Ride	$100	74	Best	▲	▲	▲	▲▲	▲▲
BB	**Cosco** Scenera Next	$45	73	Better	▲	▲	●	▲▲	▲
	Britax Boulevard ClickTight	$305	73	Basic	▲	▲▲	▲▲	▲▲	▲▲
BB	**Graco** Contender 65	$140	72	Better	▲	▲	▲	▲▲	▲
R	**Graco** Size4Me 65	$180	71	Best	▲	▲▲	▲	▲	●
BB	**Graco** My Ride 65	$110	70	Better	●	▲	▲	▲▲	▲▲
	Safety 1st Guide 65	$95	64	Better	▲	●	▼▼	▲▲	▲
	Britax Boulevard (G4)	$265	64	Basic	▲▲	●	●	▲▲	▲▲
	Safety 1st Chart Air 65	$130	64	Best	▲	●	▼▼	▲▲	▲
	Safety 1st Complete Air 65	$160	63	Best	▲	▼▼	▼▼	▲▲	▲
	Maxi-Cosi Pria 70	$200	63	Better	●	▲	●	▲▲	▲
	Evenflo Triumph 65	$130	62	Best	▲	▲	▼	▲	●
	Britax Roundabout (G4)	$145	62	Basic	▲	●	●	▲▲	▲▲
	Peg Perego Primo Viaggio SIP 5-65	$350	57	Better	▲	▲▲	▼	▲	▼
	Cosco Scenera	$40	55	Basic	●	●	●	▲▲	▲▲
	Graco Classic Ride 50	$100	54	Better	●	▼	▼	▲▲	▲▲
	Safety 1st Advance SE 65 Air+	$170	54	Basic	▲	●	●	▲▲	▲

Recommended	Brand & Model	Price	Overall Score	Test Results		
				Crash Protection/ Belt-Fit High Back	Crash Protection/ Belt-Fit Backless	Ease of Use
	HIGHBACK-TO-BACKLESS BOOSTERS					
BB	**Evenflo** Big Kid Amp Highback	$40	72	▲▲	▲	▲
BB	**Evenflo** Big Kid Sport	$30	72	▲▲	▲	▲
R	**Evenflo** Big Kid DLX	$60	69	▲▲	●	▲
R	**Evenflo** Big Kid LX	$60	69	▲▲	●	▲
	HIGHBACK BOOSTERS					
BB	**Cybex** Solution X-Fix Plus	$170	65	▲	NA	▲

HOW WE TEST: Our car-seat ratings are based on a combination of Crash Protection, Ease of Use, and Fit-to-Vehicle (how simple it is to install) using both LATCH and seat-belt installation. Boosters are rated for crash protection and their potential to provide a proper belt fit. Rear-facing infant and convertible models were tested to our new protocol and are rated Basic, Better, or Best based on their relative potential to provide an additional margin of safety. Boosters went through our traditional crash tests. CR Best Buys are notable values.

Ratings & Reference

Standouts, Ratings, Vehicle Profiles, and Dimensions, Road Tests, and Crash Tests Data

Standout Models In Every Category

Here we highlight what makes each vehicle category unique, plus we list the top vehicles from our testing in every category, from sedans and sports cars to SUVs and pickup trucks.

Sedans

FOR COMMUTING, running errands, and zipping around town, a small car is often the most practical choice. Small cars range from rudimentary economy models to premium cars. Thrifty models tend to get good fuel economy. But their elevated noise levels can leave your ears ringing even after short drives, and they have limited space for rear passengers and cargo.

They usually have small four-cylinder engines, with fuel economy averaging from the high-20s to mid-30s mpg overall. Most compact cars can fit three adults in the back; subcompacts usually have room for just two passengers.

Midsized sedans provide the best balance of performance, fuel economy, comfort, practicality, and affordability. Typically, base models have a four-cylinder, while higher trims come with either a V6 or turbocharged four.

While all are capable of seating five passengers, the center rear perch is often snug. Most have rear seatbacks that fold down to expand cargo room.

For the most cabin room, a large sedan fits the bill. They emphasize comfort rather than sharp handling. Fuel economy is usually so-so. Large sedans usually come loaded with features, with plushly appointed cabins and plenty of storage space, but many don't offer fold-down rear seatbacks.

COMPACT $14,000-$20,000

PROS
Easy to park and maneuver, fuel economy, practical (especially hatchbacks), space for four people

CONS
Tend to be noisy, many have done poorly in IIHS narrow-offset crash test, slow acceleration, jittery ride

Toyota Yaris iA

SUBCOMPACT

Best Overall Honda Fit, Toyota Yaris iA

COMPACT

Best Overall Chevrolet Cruze, Kia Forte, Mazda3

Fuel Efficient Mazda3, Hyundai Elantra, Toyota Corolla, Toyota Prius, Toyota Corolla iM, Ford C-Max

MIDSIZED $22,000-$33,000

PROS
Comfortable ride, low noise, roomy accommodations, abundant power, space for five people

CONS
Limited cargo flexibility

Subaru Legacy

Best Overall Kia Optima, Honda Accord, Toyota Camry

Fuel Efficient Ford Fusion Hybrid, Chevrolet Malibu Hybrid, Toyota Camry Hybrid, Hyundai Sonata Hybrid, Mazda6, Honda Accord (4-cyl.)

LARGE $35,000-$45,000

PROS
Abundant interior room, comfortable seats, composed ride, quiet cabin, large trunk

CONS
Hard to park, lack agility, mediocre fuel economy

Chevrolet Impala

Best Overall Chevrolet Impala, Toyota Avalon

Kia Optima

Luxury Sedans

LUXURY-BRANDED CARS PROMISE more of everything than mainstream brands do: comfort, quietness, safety gear, and panache. All of which comes wrapped in glittery bodywork and richer, more-supple interior materials.

Engine choices range from turbocharged four-cylinders up to, and sometimes beyond, powerful V8s. Smaller sedans typically have impressive fuel economy, but mileage tends to go down as you move up in size and power. Many luxury sedans require premium fuel to boot. But there is an increasing number of fuel-efficient hybrids, plug-in hybrids, and electric models available.

One common gripe is that these models often have a complicated control setup for the infotainment and associated in-car electronics. Those systems can be a chore to learn, sometimes a continuing distraction even when mastered, and prone to reliability problems.

COMPACT $35,000-$45,000

PROS
Quietness, power, handling, fit and finish, advanced safety systems

CONS
Expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats, entry-level models don't deliver high levels of luxury

Great Value Buick Regal

Fuel Efficient BMW 328d, Audi A4

Fun to Drive BMW 330i, Audi A4

MIDSIZED $40,000-$60,000

PROS
Comfort, roominess, quietness, power, handling, fit and finish, advanced safety systems

CONS
Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, relatively tight rear seats in some models

Lincoln MKZ

Great Value Lexus ES 350,

Sporty Audi A6, Infiniti Q70, Lexus GS 350, Genesis G80

Fuel Efficient Lexus ES 300h, Lincoln MKZ Hybrid, Infiniti Q70 Hybrid

LARGE $70,000-$110,000

PROS
Interior room, quietness, power, fit and finish, advanced safety systems

CONS
Fuel economy, expensive to maintain when warranty ends, complex and distracting controls,

Lexus LS 460L

Best Overall Tesla Model S P85D, Lexus LS 460L, BMW 750i, Audi A8 L

Fuel Efficient Tesla Model S P85D

Tesla Model S

SUVs

THE SUV IS FAST on its way to becoming the de facto all-American car, thanks to its versatility, passenger space, available all-wheel drive, and ever-growing list of convenience and advanced safety features.

The best subcompact and compact SUVs do all of that while handling well and delivering fairly good–if not stellar–fuel economy.

Many of these models are kid-friendly, meaning they are easy to get in or out of, have plenty of storage nooks, and feature plenty of connectivity options.

Moving up to a midsized or large SUV brings additional passenger and interior storage room, optional or standard third-row seats, large cargo areas, and strong engines.

But fuel economy can suffer and the largest and most-powerful models can quickly get expensive when you start checking off the options list.

Many SUVs offer extensive safety features, but they are often bundled with pricey options packages or only on higher trim versions.

If you often carry seven or eight and don't have to tow, consider a minivan.

SUBCOMPACT/COMPACT $20,000-$35,000

PROS

Versatility, easy to park, agility, fuel economy

CONS

Noisy, stiff ride

Mazda CX-3

SUBCOMPACT

Best overall Subaru Crosstrek, Honda HR-V, Mazda CX-3

Fuel Efficient Honda HR-V

COMPACT

Best Overall Subaru Forester, Toyota RAV4 Kia Sportage, Hyundai Tucson, Mazda CX-5

Fuel Efficient Toyota RAV4 Hybrid

MIDSIZED $30,000-$40,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, cabin quietness

CONS

Can get expensive with options, handling can be clumsy, fuel economy, can be challenging to park three-row versions, rear visibility

Nissan Murano

Best Two Row Ford Edge, Hyundai Santa Fe Sport, Nissan Murano

Best Three Row Toyota Highlander, Kia Sorento, Hyundai Santa Fe, Honda Pilot, Mazda CX-9

Fuel Efficient Toyota Highlander Hybrid

LARGE $40,000-$60,000

PROS

Versatility, good interior and cargo space, ample power, composed ride, third-row seat, cabin quietness

CONS

High price, mediocre fuel economy at best, handling can be clumsy, challenging to park, rear visibility

Chevrolet Traverse

Best Overall Chevrolet Traverse

Family Friendly Ford Flex

To Tow and Haul Ford Expedition, Toyota Sequoia

Ford Expedition

Luxury SUVs

LUXURY SUVS DOUBLE-DOWN on the comforts and features that appeal to those buyers who want a more posh and polished driving experience. While many regular SUVs have upscale interiors and trim, even the base versions of luxury models typically include leather seating and wood trim. All-wheel drive is often standard.

Compact models are an alternative to a family sedan at a similar price, but sacrifice some ride comfort, noise isolation, and, in some cases, rear-seat passenger space. Some models have fuel economy that is close to or on-par with non-luxury models.

Luxury midsized and large SUVs add in more creature comforts, high-tech infotainment systems, and advanced safety gear. Fuel economy with many of these isn't a high point, and the largest models can be a bit ungainly to drive and park.

COMPACT $35,000-$45,000

PROS
Plush, quiet, agile, quick, easy to park, advanced safety systems

CONS
Ride, tight rear seat, complicated controls, high price, entry-level models deliver less luxury than expected

BMW X3

Best Overall Audi Q3, BMW X3, Mercedes-Benz GLC300, Lexus NX,
Fuel Efficient Lexus NX 300h, BMW X1
Fun to Drive Audi Q3, Porsche Macan, BMW X3

MIDSIZED $45,000-$55,000

PROS
Plus accommodations, interior room, quietness, cutting-edge technology

CONS
Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Audi Q7

Best Two Row Lexus RX,
Best Three Row Audi Q7, Acura MDX, BMW X5, GMC Acadia
Fuel Efficient Lexus RX 450h,
Sporty Audi Q7, Porsche Cayenne

LARGE $60,000-$80,000

PROS
Luxurious accommodations, interior and cargo room, quietness, cutting-edge technology

CONS
Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Toyota Land Cruiser

Best Overall Toyota Land Cruiser

Porsche Macan

Wagons & Minivans

MINIVANS ARE ACTUALLY better for many consumers than an SUV on several grounds. With comfortable seating for five–and room for seven or eight–minivans are not only great for hauling a passel of kids but also unbeatable at schlepping a ton of cargo.

The better vans are also quiet, comfortable, and reasonably agile. Only one, the Toyota Sienna, offers AWD.

Wagons are a small niche market these days, but they can be an excellent alternative for people who want the utility of a small-to-medium sized SUV without the high step-up and bulkiness most SUVs bring with them.

MINIVANS $35,000-$45,000
WAGONS $25,000-$40,000

PROS
Minivans seat seven or eight, abundant luggage/cargo space, composed ride, quietness

CONS
Few minivans offer all-wheel drive, minivan image for some buyers, mediocre fuel economy

Subaru Outback

WAGONS
Best Overall Subaru Outback

Toyota Sienna

MINIVANS
Best Overall Toyota Sienna

Sports Cars

THE CLASSIC SPORTS CAR is an open-top roadster or fixed-roof coupe with rear-wheel drive. But some sedans, as well as front- and all-wheel-drive cars, and big American-style muscle cars, also get lumped into this category. The best deliver a rewarding driving experience by virtue of their handling agility, throttle response, and exhaust note.

PRICE RANGE $30,000-$50,000+

PROS
Fun, fast, agile, stylish

CONS
Impractical, cramped, rough riding noisy, expensive to insure

Chevrolet Corvette

SPORTS CARS
BMW M240i, Porsche 911

ROADSTERS
Mazda MX-5 Miata, Porsche 718 Boxster

FUN COUPES
Toyota 86, Subaru BRZ

MUSCLE CARS
Chevrolet Camaro SS

Pickup Trucks

MODERN PICKUPS can be as full-featured and quiet inside as luxury cars–and cost as much. Endless permutations of cab, bed, and engine choices make them infinitely adaptable for work and family needs. The challenge here is to not over-buy for your needs.

PRICE RANGE $35,000-$45,000

PROS
Unbeatable hauling and towing capacities, versatility

CONS
Fuel thirsty, bulky size, exposed cargo areas, high cost

Honda Ridgeline

COMPACT PICKUPS
Honda Ridgeline

Vehicle Ratings

These charts provide a quick reference guide to all of the vehicles that Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.

Guide to the Charts

› **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

› **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. We also deduct points if a vehicle's shifter is confusing to use, lacks fail-safes, or is difficult to use. For more information on safety and crash-test performance, see page 186.

› **Survey results** include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our Annual Auto Survey. The survey includes owner satisfaction, which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. To learn more on reliability, visit CR.org/reliability.

› **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center, located in central Connecticut.

› **Overall MPG** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.

Highs and lows give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

The vehicles are divided by category and ranked according to their Overall Scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category. Recommended vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with a ✔, vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in government or industry safety tests. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated.

Why Some Vehicles Are Not in the Ratings

These models have been redesigned or extensively freshened since our last test, and they are scheduled to be included in future road tests: Audi Q5, BMW 5 Series, Chevrolet Equinox, Honda CR-V and Odyssey, GMC Terrain, Jeep Compass, Kia Cadenza, Mini Countryman, Nissan Titan, Porsche Panamera, and the Subaru Impreza. For updates, check a future issue of Consumer Reports Cars or ConsumerReports.org.

PHOTO: JOHN POWERS

Toyota Prius V

Chevrolet Sonic

Rec.	Make & Model	Price (As tested)	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road-Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: COMPACT ELECTRIC AND HYBRIDS								
✓	**Toyota Prius** Three	$27,323	77	⏫	⏫	75	52	Fuel economy, hatchback versatility, ride, reliability, standard forward collision avoidance.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges.
✓	**Ford C-Max** Hybrid SE	$26,685	73	➖	🔼	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area, expensive to get rear camera.
✓	**Ford C-Max** Energi	$34,940	73	➖	🔼	77	94 [1] / 37 [2]	Fuel economy, ride, handling, quietness, access, maximizes electric mode.	Grabby brakes, battery robs cargo area, expensive to get rear camera.
✓	**Toyota Prius V** Three	$28,217	71	⏫	🔼	73	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability.	Acceleration, agility, engine noise, complicated radio.
✓	**BMW i3** Giga	$50,450	71	➖	➖	79	139 [1]	Energy efficiency, acceleration, agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation.
	Toyota Prius C Two	$20,850	63	🔼	➖	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, standard forward collision avoidance.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Nissan Leaf S	$29,860	62	🔼	➖	71	106 [1]	Running costs, ride, instant power delivery, quietness, access, turning circle.	Poor IIHS small overlap crash-test results, limited range, high-pitched whine, no telescoping wheel, agility.
	Chevrolet Volt LT	$35,890	54	⏬	⏫	70	105 [1] / 38 [2]	Can be electric without range anxiety, ride, quietness, controls.	Reliability, visibility, tight rear-seat, front-seat comfort, driving position, access.
	Ford Focus Electric	$40,990	50	⏬	🔽	72	107 [1]	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.
	Mitsubishi i-MiEV SE	$33,630	44	➖	🔽	35	111 [1]	Low energy consumption, parking ease, turning circle.	Short range, weak heat, acceleration, ride, agility, driving position, Spartan interior, complicated radio.
	CARS: SUBCOMPACT								
✓	**Toyota Yaris** iA	$17,570	67	⏫	➖	60	35	Fuel economy, agility, standard front-collision mitigation.	Noise levels, infotainment learning curve, tight rear seat, wet braking.
✓	**Honda Fit** EX	$19,025	66	➖	🔼	67	33	Fuel economy, interior room, versatility, handling, access, standard rear camera.	Ride, noise, confusing uplevel audio system.
✓	**Chevrolet Sonic** LT (1.8L)	$17,290	64	➖	⏬	66	28	Braking, trunk, quick and quiet for class.	Fuel economy, darty steering, narrow driving position, seat comfort.
	Nissan Versa Note SV	$17,495	62	🔼	⏬	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
	Hyundai Accent SE	$16,050	61	🔼	🔽	65	31	Fuel economy, transmission, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise.
	Kia Rio EX	$17,275	60	➖	⏬	64	30	Transmission, controls, equipment levels.	Ride, noise.
	Toyota Yaris LE	$17,290	57	⏫	➖	47	32	Fuel economy, roomy rear seat, turning circle, standard forward collision avoidance.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility.
	Nissan Versa SV (sedan)	$15,490	56	➖	⏬	56	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road-Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: SUBCOMPACT (Continued)								
	Chevrolet Spark 1LT	$16,660	50			47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, 4-cyl. MT)	$17,795	48			66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (3-cyl., MT)	$18,720	47			66	35	Handling, ride, fuel economy, turning circle.	Reliability, acceleration, braking, rear seat, some controls.
	Ford Fiesta SE (sedan, 4-cyl.)	$16,595	46			64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.
	Smart ForTwo Passion	$18,730	41			41	36	Easy parking, access, turning circle, fuel economy.	Ride, noise, acceleration, idle vibration, hesitation off line, requires premium fuel.
	Mitsubishi Mirage ES	$16,050	37			29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.
	CARS: SMALL 2-DOOR								
✓	**Hyundai Veloster** (base, MT)	$20,340	63			67	31	Handling, fuel economy, extra door, turning circle, long warranty.	Ride, noise, lacks low-end torque, rear visibility, rear seat.
	Mini Cooper (base, AT)	$27,400	58			68	31	Handling, fuel economy, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	Volkswagen Beetle S 1.8T (AT)	$22,485	46			59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500C Pop (MT)	$21,000	44			52	34	Fuel economy, agility, shifter, front access, clever top design.	Reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
	Fiat 500 Sport (MT)	$18,600	40			54	33	Handling, shifter, fuel economy, front access.	Reliability, poor IIHS small overlap crash-test results, acceleration, ride, noise, seats, driving position, controls.
	CARS: COMPACT								
✓	**Chevrolet Cruze** LT	$23,145	78			77	30	Ride, quietness, among roomiest in class, reliability.	Front seat support, rear visibility.
✓	**Toyota Corolla** LE	$20,652	77			71	32	Ride, fuel economy, interior space, large trunk, reliability, value, standard forward collision avoidance.	Lackluster handling, inconsistent interior quality, too easy to turn off daytime running lights.
✓	**Kia Forte** LX	$19,570	76			80	33	Fuel economy, ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
✓	**Mazda3** Grand Touring (hatchback, 2.0L, MT)	$24,040	72			73	32	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system, relatively pricey.
✓	**Mazda3** Touring (2.0L)	$21,740	72			72	33	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat.
✓	**Kia Soul** Plus	$24,115	71			74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	**Toyota Corolla** iM	$19,995	70			64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard forward collision avoidance.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	**Hyundai Elantra** SE	$20,090	69			66	33	Relatively roomy, easy controls, fuel economy, long warranty.	Engine noise, ride, front-seat comfort, too easy to turn off daytime running lights.
	Volkswagen Golf SE (1.8T)	$25,315	64			82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Reliability, noisy rear view camera, a bit pricey.
	Mitsubishi Lancer ES	$17,515	61			62	25	Agility, steering, controls.	Noise, fit and finish, braking, fuel economy.
	Nissan Sentra SV	$20,125	61			62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money	Ride, noise, fit and finish, front-seat comfort.
	Volkswagen Jetta SE (1.4T)	$21,235	59			79	32	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, visibility.	Reliability, ride, lackluster interior finish.
	Honda Civic LX	$20,275	58			76	32	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front seat comfort.

WORSE — BETTER | RECOMMENDED

Rec.	Make & Model	As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road-Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: COMPACT (Continued)								
	Mini Clubman Base (1.5T)	$31,550	57	⌄	^	67	28	Handling, roomier than any other Mini, thick option list allows personalization.	Ride, noise, visibility, controls have a learning curve.
	Honda Civic EX-T	$23,035	57	⌄⌄	^	75	31	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
	Ford Focus SE (2.0L)	$20,485	47	⌄⌄	⌄	67	29	Agility, ride, quietness.	Reliability, Snug interior, transmission causes low-speed vibration.
	Ford Focus SE (1.0T)	$21,455	45	⌄⌄	⌄	62	29	Agility, ride, quietness.	Reliability, Snug interior, slow acceleration without any fuel-economy benefit.
	Fiat 500L	$24,595	35	⌄⌄	⌄⌄	50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.
	CARS: MIDSIZED								
✓	**Kia Optima** EX (2.4L)	$25,860	85	^^	^^	86	28	Roomy interior, seat comfort, controls, braking, fuel economy, lots of equipment for price, reliability.	Expensive to get active safety equipment, too easy to turn off DRL, low dash vents.
✓	**Toyota Camry** Hybrid XLE	$29,052	85	^^	^	87	38	Fuel economy, ride, powertrain, interior room, reliability.	Too easy to turn off the daytime running lights.
✓	**Toyota Camry** XLE (V6)	$32,603	84	^^	^	86	26	Ride, fuel economy, powertrain, acceleration, interior room, reliability.	Too easy to turn off the daytime running lights.
✓	**Toyota Camry** LE (4-cyl.)	$24,089	83	^^	^	84	28	Ride, powertrain, fuel economy, interior room, reliability.	Too easy to turn off the daytime running lights.
✓	**Honda Accord** LX (4-cyl.)	$23,270	82	^	^	85	30	Fuel economy, powertrain, handling, roomy interior, visibility, driving position, controls.	Complicated optional radio, ride a bit choppy.
✓	**Honda Accord** EX-L (V6)	$30,860	81	^	^	84	26	Fuel economy, powertrain, handling, roomy interior, visibility, driving position.	Complicated optional radio, ride a bit choppy.
✓	**Subaru Legacy** 2.5i Premium	$24,837	79	–	^	89	26	Ride, handling, braking, transmission, fuel economy, visibility, controls, standard AWD.	Hard to read clock and temperature, acceleration, touchy throttle.
✓	**Ford Fusion** SE (1.5T)	$27,720	77	^	–	81	24	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
✓	Mazda6 Sport	$23,590	77	^	^	79	32	Fuel economy, agility, transmission.	Noise, ride, snug interior, low dash vents, cumbersome infotainment system, Sport trim lacks power seat.
✓	**Ford Fusion** SE Hybrid	$28,290	76	^	–	80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, slightly snug cabin, small trunk opening.
✓	**Chevrolet Malibu** 1LT (1.5T)	$26,790	76	–	^	80	29	Ride, quietness, controls, fuel economy.	Raspy 1.5-liter turbo, front seat comfort, so-so visibility.
✓	**Chevrolet Malibu** Hybrid	$30,735	75	–	^	79	41	Fuel economy, ride, quietness, controls.	Front seat comfort, so-so visibility.
✓	**Ford Fusion** Titanium (2.0T)	$33,180	75	^	–	78	22	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
✓	**Hyundai Sonata** Hybrid SE	$26,950	75	–	^	80	39	Fuel economy, ride, spacious interior, rear seat, controls, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
✓	**Hyundai Sonata** SE (2.4L)	$23,315	73	–	^	78	28	Spacious rear seat, ride, transmission, controls, fuel economy, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
	Nissan Altima 3.5 SL	$31,610	72	–	⌄	80	24	Acceleration, rear seat, controls.	Agility, ride.
	Nissan Altima 2.5 SV	$26,890	67	–	⌄	71	29	Rear seat, controls, fuel economy	Unsettled ride, overly light steering.
	Volkswagen Passat SE (1.8T)	$27,485	65	⌄	⌄	82	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, standard forward collision avoidance.	Reliability, transmission refinement at low speeds.
	Volkswagen Passat SEL Premium (V6)	$33,720	64	⌄	⌄	79	23	Ride, handling, acceleration, interior room, rear seat, access, standard forward collision avoidance.	Reliability, fuel economy, premium fuel.

Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road-Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: LARGE								
✓	**Chevrolet Impala** Premier (V6)	$39,110	84	●	▲	91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
✓	**Toyota Avalon** Limited (V6)	$42,010	83	▲▲	▲	80	24	Ride, quietness, acceleration, fuel economy, rear seat, reliability, standard forward collision avoidance.	Agility, too easy to turn daytime running lights off
✓	**Nissan Maxima** Platinum	$41,995	72	●	▲	81	25	Acceleration, fuel economy, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
	Chrysler 300 C (V8)	$45,650	66	●	▲	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	None.
	Chrysler 300 Limited (V6)	$38,335	66	●	▲	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Headlights.
	Ford Taurus Limited (3.5, V6)	$37,885	66	●	●	72	21	Quietness, trunk space.	Visibility, driving position.
	Dodge Charger R/T Plus (V8)	$40,375	61	▼▼	▲	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	$34,510	60	▼▼	▲	82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.
	CARS: LUXURY ENTRY-LEVEL								
✓	**Volkswagen CC** Sport (2.0T)	$32,800	70	●	▼	78	26	Agility, ride, fit and finish.	Visibility, access, tight rear seat.
	Audi A3 Premium	$31,495	69	▼	▲	77	27	Handling, feels solid, braking, standard forward collision avoidance.	Reliability, rear seat, some controls, pricey for size, headlights.
	Lexus CT 200h Premium	$32,012	66	▲▲	▼	65	40	Fuel economy, secure handling, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space.
	Acura ILX Premium	$30,820	64	▲	▼▼	61	28	Fuel economy.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
	Volkswagen Jetta GLI SE (MT)	$27,740	57	▼▼	▼	74	27	Handling, powertrain, rear seat, large trunk.	Reliability, long clutch travel.
	Mercedes-Benz CLA250	$36,500	51	▼	▼▼	64	28	Braking, fuel economy, fit and finish, standard forward collision avoidance.	Reliability, ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening.
	CARS: LUXURY COMPACT								
✓	**Buick Regal** Premium I	$34,485	81	▲▲	▲	83	24	Acceleration, ride, handling, braking, controls.	Rear seat, rear visibility.
✓	**Audi A4** Premium Plus	$48,890	81	▲	▲	88	27	Ride, handling, quietness, transmission, fit and finish, front seat comfort, fuel economy, standard forward collision avoidance.	Controls take getting used to, unintuitive shifter, tight rear seat.
✓	**BMW 328d** xDrive	$50,475	77	●	●	86	35	Handling, ride, fuel economy, transmission, front seat comfort, fit and finish, visibility.	Tight rear seat, some controls, diesel-engine noise, pricey options.
✓	**BMW 330i** xDrive	$51,745	76	●	●	86	26	Handling, transmission, front-seat comfort, fit and finish, fuel economy.	Tight rear seat, some controls, choppy ride.
✓	**Volvo S60** T5	$39,925	73	●	●	80	25	Transmission, braking, fuel economy, front-seat comfort, standard forward collision avoidance.	Ride, rear seat, rear visibility.
	Infiniti Q50 3.0t Premium (AWD)	$48,775	71	▼	▼▼	85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	Mercedes-Benz C300 (4MATIC) ⚠	$47,560	67	▼	●	85	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish, standard forward collision avoidance.	Reliability, controls, price.
	Lexus IS300 (AWD)	$48,149	66	▲▲	▼	56	20	Powertrain refinement, reliability, standard forward collision avoidance.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Cadillac ATS Luxury (2.0T)	$43,295	60	▼▼	▼	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, controls, tight interior, small trunk, turbo lacks refinement, access.
	Acura TLX 2.4L	$35,920	60	▼▼	●	79	27	Powertrain, fuel economy, braking.	Reliability, annoying audio controls, lacks panache.
	Acura TLX SH-AWD	$42,345	57	▼▼	●	75	25	Acceleration, fuel economy, braking.	Reliability, transmission and shifter, annoying audio controls, lacks panache.

[1] Miles-per-gallon equivalent (MPGe).

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	CARS: LUXURY MIDSIZED								
✓	**Infiniti Q70** (V6)	$53,825	88	⇈	⌃	90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, not as quiet as most competitors.
✓	**Lexus GS** 350	$58,858	85	⇈	⌃	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard forward collision avoidance.	Fussy controls.
✓	**Audi A6** 3.0 Premium Plus Quattro	$56,295	84	⌃	⌃	90	22	Powertrain, handling, ride, quietness, fuel economy, front seat comfort, fit and finish, high-tech features.	Controls take getting used to, turning circle.
✓	**Infiniti Q70** Hybrid	$58,655	83	⇈	⌃	83	25	Fuel economy, acceleration, fit and finish, reliability.	Abrupt transition between electric and gas modes, touchy brake pedal, small trunk.
✓	**Lexus ES** 350	$43,702	82	⇈	⌃	78	25	Acceleration, fuel economy, drivetrain, quietness, front-seat comfort, reliability, standard forward collision avoidance.	Lackluster handling, controls.
✓	**Lexus ES** 300h	$44,017	81	⇈	⌃	77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, standard forward collision avoidance.	Lackluster handling, controls, touchy brake pedal.
✓	**Lincoln MKZ** 2.0 EcoBoost	$41,990	81	!	⌃	88	23	Ride, quietness.	Visibility, snug interior, hidden exterior trunk release.
✓	**Lincoln MKZ** Hybrid	$41,990	81	!	⌃	88	34	Ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
✓	**Cadillac CT6** Luxury (3.6, AWD)	$64,485	81	!	⌃	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Some controls, low dash vents, scant in-cabin storage.
✓	**Genesis G80** 3.8 (AWD)	$52,450	80	!	⇈	89	20	Ride, braking, quietness, slick powertrain, plush interior, standard forward collision avoidance.	Overzealous lane-keeping assist.
✓	**Buick LaCrosse** Essence	$43,225	78	!	⌃	85	24	Ride, quietness, acceleration, braking, roomy interior, intuitive infotainment system.	Confusing gear selector, visibility, agility.
✓	**Cadillac XTS** Premium	$57,200	77	⌃	!	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Frustrating CUE control interface, ride not plush enough, visibility, small trunk opening.
	Lincoln Continental Select (2.7T, AWD)	$55,590	75	!	⌃	83	20	Ride, quietness, acceleration, braking, interior room.	Confusing shifter, comfort of standard front seats, controls.
	Acura RLX Tech	$55,345	75	⌃	⇊	75	23	Spacious and plush interior, seat comfort, braking, standard forward collision avoidance.	Ride, agility, complicated controls, suspension noise.
	Mercedes-Benz E300 4MATIC ⚠	$69,585	74	!	⌃	85	24	Agility, braking, fuel economy, quietness, front-seat comfort, fit and finish, standard forward collision avoidance.	Unintuitive controls, tight rear seat, rear access.
	Chevrolet SS	$47,170	74	⌄	⇈	87	17	Acceleration, handling, braking, exhaust note, interior room, controls, feature content, standard forward collision warning.	Fuel-thirsty, no exterior trunk release, summer tires are unusable in snow.
	Cadillac CTS Luxury (V6, AWD)	$58,780	71	!	!	83	22	Agility, fun to drive, front seats, plush interior, braking.	Complicated CUE controls, rear seat, trunk.
	Volvo S90 T6 Momentum (AWD) ⚠	$61,855	62	⌄	⌃	73	23	Seat comfort, fit and finish, standard advanced safety features.	Ride comfort, coarse engine noise, unintuitive controls.
	Jaguar XF Prestige (V6)	$66,586	61	⌄	⌃	83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	So-so infotainment system, expensive to get advanced safety features, weak A/C.
	Maserati Ghibli S Q4	$89,010	48	⇊	⌄	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, relatively loud, rear seat, access, touchy brake pedal, fussy shifter.
	CARS: ULTRA LUXURY								
✓	**Tesla Model S** P85D ⚠	$127,820	87	!	⇈	100	87 [1]	Energy efficiency, acceleration, handling, luggage capacity, optional third-seat, standard forward collision avoidance.	Limited range, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	**Lexus LS** 460L	$82,504	87	⇈	⇈	89	21	Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort, reliability.	Agility, fussy controls.
✓	**BMW 750i** xDrive ⚠	$110,645	85	!	⌃	99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features, fuel economy.	Narrow trunk, learning curve for controls.

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	CARS: ULTRA LUXURY (Continued)								
✓	**Audi A8** L	$91,275	82			91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls take getting used to, small trunk.
✓	**Genesis G90** Premium (3.3T, AWD)	$71,550	81			89	18	Powertrain, ride, interior room, quietness.	Unintuitive gear selector, low dash vents, brand prestige, too easy to turn off daytime running lights.
	Mercedes-Benz S550 (4MATIC) ⚠	$114,475	68			96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard forward collision avoidance.	Reliability, complicated and distracting controls, price.
	Jaguar XJL Portfolio	$81,575	61			82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility.
	SPORTS/SPORTY CARS OVER $40,000 Equipped with manual transmission								
✓	**BMW M235i**	$50,400	92			98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear seat room, some controls.
✓	**Chevrolet Corvette** Stingray 3LT	$73,260	83			92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Ride, noise, access, visibility, shifter.
✓	**Porsche 911** Carrera S	$110,630	82			95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
✓	**Porsche 718 Boxster** (base, AT)	$69,790	82			95	26	Acceleration, handling, braking, fit and finish, quick top-operation works on the move.	Ride, noise, access, controls, visibility with top down.
✓	**Audi TT** 2.0T (AT)	$50,600	81			84	26	Agility, braking, front seat comfort, fit and finish, fuel economy, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
✓	**Chevrolet Camaro** 2SS (V8)	$47,020	76			85	20	Acceleration, handling, braking, styling.	Visibility, tight interior, low dash vents.
	Ford Mustang GT Premium (V8)	$43,295	62			84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.
	Dodge Challenger R/T Plus (V8)	$40,860	53			70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.
	SPORTS/SPORTY CARS UNDER $40,000 Equipped with manual transmission								
✓	**Mazda MX-5 Miata** Club	$29,905	79			80	34	Agility, shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓	**Nissan 370Z** Touring (coupe)	$38,565	75			81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
✓	**Subaru BRZ** Premium	$27,117	73			79	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
✓	**Toyota 86**	$25,025	73			78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
	Volkswagen GTI Autobahn	$31,730	71			82	29	Agility, fuel economy, seat comfort, quiet cabin, hatchback versatility.	Reliability, limited rear-view camera availability, gets pricey.
	Mini Cooper S	$29,945	66			81	30	Handling, fuel economy, manual shifter, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	Buick Cascada Premium	$37,385	60			53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Subaru WRX Premium	$29,742	59			75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Ford Mustang Premium (4-cyl., AT)	$33,080	58			76	25	Handling, braking, fuel economy, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Fiat 500 Abarth	$26,050	52			66	28	Invigorating exhaust note, agility, braking, fuel economy.	Reliability, noise, ride, steering feel, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
	Ford Fiesta ST	$24,985	52			74	29	Handling agility, effortless power delivery, sound, braking, fuel economy, fun to drive.	Reliability, ride, snug optional Recaro seats.
	Ford Focus ST	$28,270	51			74	26	Handling, fun to drive, acceleration, braking.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.

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	WAGONS (All-wheel drive)								
✓	**Subaru Outback** 3.6R Limited	$36,835	75	Fair	Very good	85	22	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature.
✓	**Subaru Outback** 2.5i Premium	$28,852	73	Fair	Very good	82	24	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature, acceleration, touchy throttle.
	Volvo V60 Cross Country	$46,475	68	Fair	Fair	73	21	Transmission, braking, plush cabin, front-seat comfort, safety features.	Ride, rear visibility, tight rear seat and cargo area, headlights, no standard rear camera, value.
	Volkswagen Golf Alltrack SE	$32,515	66	Much worse	Fair	89	25	Handling, braking, visibility, fuel economy, controls, solid and substantial feel.	Reliability, need top-line SEL for desirable features, blind-spot monitoring not available.
	MINIVANS								
✓	**Toyota Sienna** XLE (FWD)	$35,810	80	Much better	Much better	80	20	Ride, interior space and flexibility, rear seat, fuel economy, reliability.	Agility, too easy to turn off daytime running lights.
✓	**Toyota Sienna** XLE (AWD)	$38,201	78	Much better	Much better	78	19	Ride, interior space and flexibility, rear seat, reliability, AWD.	Agility, too easy to turn off daytime running lights.
	Ford Transit Connect XLT (2.5L)	$28,015	68	Fair	Worse	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	Kia Sedona EX	$34,795	67	Fair	Better	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	Chrysler Pacifica Touring L	$38,245	66	Worse	Much better	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy, lots of optional features.	Expensive to get advanced safety gear, coarse-sounding engine, Chrysler reliability.
	Dodge Grand Caravan GT	$37,295	62	Fair	Fair	72	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls.
	SUVs: SUBCOMPACTS								
✓	**Subaru Crosstrek** Premium	$24,215	76	Much better	Better	74	26	Fuel economy, controls, rear seat, visibility, reliability.	Engine noise, ride.
✓	**Honda HR-V** LX	$22,045	69	Better	Fair	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	**Mazda CX-3** Touring	$25,800	64	Fair	Fair	64	28	Handling, fuel economy, upscale features.	Noise, cumbersome infotainment system, tight rear seat and cargo room, visibility.
	Chevrolet Trax LT	$25,560	62	Much better	Worse	55	25	Fuel economy, easy to park, decent room within a small footprint, reliability.	Acceleration, ride, engine noise, rear visibility, front seats, touchscreen radio.
	Fiat 500X Easy	$26,600	42	Much worse	Better	50	23	Maneuverability, upscale features.	Ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
	Jeep Renegade Latitude	$27,525	42	Much worse	Fair	56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration, gets pricey.
	SUVs: COMPACT								
✓	**Subaru Forester** 2.5i Premium	$27,145	83	Better	Better	85	26	Fuel economy, visibility, braking, roomy interior, access, controls.	Noise, touchy throttle.
✓	**Toyota RAV4** XLE	$29,014	79	Much better	Fair	75	24	Fuel economy, transmission, access, roominess, reliability, standard forward collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	**Toyota RAV4** Hybrid XLE	$29,753	78	Much better	Fair	74	31	Fuel economy, transmission, access, roominess, reliability, standard forward collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	**Kia Sportage** LX (2.4L)	$26,720	76	Better	Better	78	23	Handling, powertrain, room, easy controls.	So-so fuel economy, rear visibility.
✓	**Hyundai Tucson** Sport (1.6T)	$28,670	75	Fair	Better	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, expensive with options.
✓	**Mazda CX-5** Touring (2.5L)	$28,090	74	Better	Better	74	25	Fuel economy, agility, rear-seat, blind-spot detection.	Ride, noise, cumbersome infotainment system, low dash vents.
✓	**Hyundai Tucson** SE (2.0L)	$25,920	73	Fair	Better	76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, expensive with options.

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	SUVs: COMPACT (Continued)								
✓	**Volkswagen Tiguan** SEL	$37,020	72	▲	●	74	21	Agility, transmission, access, fit and finish, rear seat.	Ride and noise with 19-inch tires.
✓	**Ford Escape** SE (1.5T)	$29,630	71	●	●	75	23	Agility, quietness, solid feel, access.	Unsupportive cloth seats, flat and low rear seat.
✓	**Nissan Rogue** SV	$29,920	71	▲	▼	74	24	Ride, access, spacious interior, fuel economy, optional surround-view camera, available third-row seat.	Engine noise, cloth front-seat lacks support, gets pricey.
	Mitsubishi Outlander SEL (4-cyl.)	$28,405	60	●	▼	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Jeep Cherokee Limited (V6)	$37,525	55	▼	▼	71	21	Quietness, access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, confusing pricing structure.
	Jeep Cherokee Latitude (4-cyl.)	$27,490	47	▼	▼	58	22	Access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
	SUVs: MIDSIZED								
✓	**Toyota Highlander** Hybrid Limited	$50,875	86	▲	▲	85	25	Fuel economy, powertrain, quietness, roomy and versatile interior, access, easy-to-use infotainment system, standard forward collision avoidance.	Low rear seat, too easy to turn off daytime running lights.
✓	**Toyota Highlander** XLE (V6)	$38,941	85	▲	▲	84	20	Powertrain, fuel economy, roomy and versatile interior, access, easy-to-use infotainment system, standard forward collision avoidance.	Low rear-seat, too easy to turn off daytime running lights.
✓	**Kia Sorento** EX (V6)	$37,915	82	▲	▲▲	84	21	Ride, quietness, smooth V6, fuel economy, 3-row seating, easy to maneuver yet roomy.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
✓	**Hyundai Santa Fe** SE (V6)	$36,290	78	▲	●	81	20	Powertrain, fuel economy, roomy and versatile cabin, access, controls, long warranty.	Tight third-row with difficult access.
✓	**Hyundai Santa Fe Sport** (4-cyl.)	$28,370	75	▲▲	▲	73	23	Roomy interior, fuel economy, transmission, controls, feature content, long warranty, reliability.	Rear three-quarters visibility.
✓	**Honda Pilot** EX-L	$39,585	75	●	▲	80	20	Roomy interior, visibility, access, smooth powertrain, fuel economy, available safety gear.	Clumsy handling, infotainment system, blind-spot monitor only on Elite trim, unintuitive gear selector on high-end versions.
✓	**Mazda CX-9** Touring	$40,470	74	●	▲	80	22	Ride, handling, quietness, fuel economy, high-end versions feel upscale	Cumbersome infotainment system, rear visibility, limited seat adjustments, tight driving position.
✓	**Ford Edge** SEL (2.0 EcoBoost)	$39,755	73	●	▲	84	21	Ride, quietness, handling, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
✓	**Nissan Murano** SL	$42,065	73	●	▲	77	21	Fuel economy, plush interior, access, easy infotainment system, readily available advanced safety features, reliability.	Visibility, overly light steering, agility, towing capacity.
	Toyota 4Runner SR5 (V6)	$37,425	62	▲▲	▲	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Grand Cherokee Limited (diesel)	$49,780	61	▼▼	▲	84	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Reliability.
	Ford Explorer XLT (V6)	$39,275	59	▼	▲	67	18	Interior room and flexibility, usable third-row, cabin storage.	Reliability, agility, driving position, some controls, unrefined transmission.
	Jeep Grand Cherokee Limited (V6)	$41,375	58	▼▼	▲	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Reliability.
	Nissan Pathfinder SL	$40,470	56	▼	▼▼	72	18	Roominess, controls, access.	Reliability, handling, rear visibility, second-row thigh support.
	Dodge Journey GT (V6)	$36,975	49	▼	▼▼	64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	Jeep Wrangler Unlimited Sahara	$36,340	28	▼	▲	20	17	Powertrain, off-road capability.	Reliability, ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.

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	SUVs: LARGE								
✓	**Chevrolet Traverse** LT	$39,920	76	▲	●	77	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat, blind-spot mirrors.	Rear visibility, fuel economy, wet braking.
✓	**Ford Flex** SEL	$42,155	74	▲	▲▲	73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility.
✓	**Ford Expedition** EL Limited	$63,080	67	▲▲	▲▲	61	14	Huge interior, plenty of power, comfortable third-row seat, towing capacity, reliability.	Fuel economy, noise, clumsy handling, cheap cabin finish, lacks advanced safety gear, feels outdated.
✓	**Toyota Sequoia** Limited	$54,005	65	▲	▲	60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
	Nissan Armada Platinum	$63,020	59	▼	▲	69	14	Smooth and powerful drivetrain, quietness, towing capacity, fit and finish.	Agility, unsettled ride, fuel economy.
	Dodge Durango GT (V6)	$43,525	58	▼	▲▲	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Reliability, rear visibility, maneuverability.
	Chevrolet Suburban LTZ	$69,790	54	▼▼	▲	74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, step-in height, long length to park, feels underpowered, price.
	Chevrolet Tahoe LT	$60,100	51	▼▼	▲	67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon SLT	$62,125	51	▼▼	▲	67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon XL SLT	$67,370	50	▼▼	▲	67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, long length to park, feels underpowered, price.
	SUVs: LUXURY ENTRY-LEVEL								
✓	**Audi Q3** Premium Plus	$40,125	80	▲▲	▲	77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
✓	**BMW X1** xDrive28i	$44,745	72	▲	▲	74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
✓	**Buick Encore** Leather	$30,555	71	▲	●	69	23	Ride, quietness, braking, maneuverability, fuel economy.	Acceleration, driving position, narrow cabin, rear visibility, value.
	Mercedes-Benz GLA250	$42,210	66	●	●	70	26	Acceleration, braking, fuel economy, fit and finish, standard forward collision avoidance.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.
	Infiniti QX30 Premium	$43,745	65	●	●	71	25	Fuel economy, fit and finish, handling, braking.	Stiff ride, road noise, cramped interior, visibility, uneven power delivery, some controls.
	SUVs: LUXURY COMPACT								
✓	**Mercedes-Benz GLC** 300 ⚠	$49,105	79	▲▲	▲	81	22	Ride, agility, fuel economy, fit and finish, front seat comfort, reliability, standard forward collision avoidance.	Controls, engine noise.
✓	**Lexus NX** 200t	$43,284	76	▲▲	●	74	24	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	**Lexus NX** 300h	$51,224	74	▲▲	●	71	29	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	**Porsche Macan** S	$63,290	74	●	▲▲	85	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons, price.
✓	**Acura RDX**	$38,990	72	▲	●	75	22	Acceleration, access, front-seat comfort.	Ride, at-the-limit handling, rear visibility.
✓	**BMW X3** xDrive28i (2.0T)	$44,595	72	●	●	82	23	Agility, powertrain, braking, fuel economy, fit and finish.	Controls take getting used to.
✓	**Volvo XC60** T6	$42,245	71	●	●	74	20	Transmission, fit and finish.	Ride, rear visibility.
	Cadillac XT5 Luxury	$51,025	67	●	▲	76	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
	Buick Envision Premium	$45,380	66	●	▲	67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, low dash vents, price.

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Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road-Test Score	Test Results: Overall MPG	Highs	Lows
	SUVs: LUXURY COMPACT (Continued)								
	Jaguar F-Pace Prestige	$53,895	56			72	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Lincoln MKC Reserve	$46,485	54			72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Land Rover Discovery Sport HSE	$49,895	43			58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility, price.
	SUVs: LUXURY MIDSIZED								
✓	**Audi Q7** Premium Plus	$68,695	90			96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard forward collision avoidance, reliability.	Controls take getting used to, rear visibility, shifter.
✓	**Lexus RX** 450h	$57,565	81			80	29	Quietness, ride, fuel economy, fit and finish, standard forward collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	**Lexus RX** 350	$51,630	79			77	22	Quietness, ride, fuel economy, fit and finish, standard forward collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	**GMC Acadia** Denali	$51,585	76			83	19	Quietness, ride, rear seat room, controls, easy to use infotainment system.	Fuel economy, missing some common features.
✓	**Lexus GX** 460	$58,428	75			70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Agility, tight third-row seat, side-hinged tailgate.
✓	**Buick Enclave** CXL	$43,260	74			77	15	Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat.	Fuel economy, rear visibility.
✓	**Acura MDX** Tech	$51,410	73			79	21	Fuel economy, fit and finish, easy third-row access, rear seat, headlights, standard forward collision avoidance.	Controls, unintuitive gear selector, agility, rear visibility.
✓	**Porsche Cayenne** (V6)	$63,805	72			78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Controls, low-speed ride, pricey options.
✓	**BMW X5** xDrive35i	$70,050	72			84	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Some controls.
	Mercedes-Benz GLE350 (ML) ⚠	$56,960	68			75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard forward collision avoidance.	Some controls, backup camera only works with radio on.
	Lincoln MKX (2.7 EcoBoost)	$54,945	66			87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, shifter, small fonts in instrument cluster.
	Infiniti QX60 (3.5L)	$51,920	65			79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, rear visibility.
	Volvo XC90 T6 Momentum ⚠	$56,805	65			84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard forward collision avoidance.	Reliability, stiff ride, unintuitive controls.
	Infiniti QX70	$51,635	60			72	18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area.
	Tesla Model X 90D ⚠	$110,700	58			77	92 1	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running cost.	Reliability, fussy doors, ride, wind noise, rear seat don't fold, rear visibility, controls.
	Land Rover Range Rover Sport HSE (3.0L)	$74,040	55			74	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard forward collision avoidance.	Stiff ride, poor snow traction, controls, fussy shifter.
	SUVs: LUXURY LARGE								
✓	**Toyota Land Cruiser**	$84,820	74			68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity, standard forward collision avoidance.	Fuel economy, agility, tight third-row seat, pricey.
	Lincoln Navigator Base	$68,895	69			72	15	Ride, effortless power, spacious interior and third row, towing capacity.	Wind noise, interior fit and finish, agility.

WORSE — BETTER | RECOMMENDED

Rec.	Make & Model	Price (As tested)	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road-Test Score	Test Results: Overall MPG	Highs	Lows
	SUVs: LUXURY LARGE (Continued)								
	Land Rover Range Rover HSE (3.0L)	$88,545	58			80	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard forward collision avoidance.	Agility, controls.
	Infiniti QX80	$63,395	57			68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Handling, access.
	Mercedes-Benz GLS (GL) 350d ⚠	$73,020	57			82	20	Fuel economy, quietness, ride, plush interior, front-seat comfort, roomy rear and third-row seats, towing capacity, standard forward collision warning.	Reliability, clumsy emergency handling, some controls, backup camera only works with radio on.
	Cadillac Escalade Premium	$87,360	44			61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, unintuitive CUE infotainment system, tiny third-row seat.
	COMPACT PICKUP TRUCKS								
✓	**Honda Ridgeline** RTL	$36,480	76			80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Complex optional radio, low towing capacity, rear access, shallow bed.
	Chevrolet Colorado LT (V6)	$34,300	57			69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (V6)	$35,835	57			69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	Chevrolet Colorado LT (diesel)	$39,295	56			67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (diesel)	$40,895	56			67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	Toyota Tacoma SR5 (V6)	$34,364	41			46	19	Fuel economy, resale value, off-road capability.	Reliability, ride, handling, braking, noise, driving position, seat comfort.
	FULL-SIZED PICKUP TRUCKS								
✓	**Toyota Tundra** SR5 (5.7L V8)	$38,715	67			63	15	Powertrain, towing, low-effort tailgate, reliability.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
	Ford F-150 XLT (3.5 V6 EcoBoost)	$46,755	65			80	16	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	Chevrolet Silverado 1500 LT (5.3L V8)	$42,070	65			80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	$43,200	65			80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	Ford F-150 XLT (2.7 V6 EcoBoost)	$45,750	64			78	17	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	Ram 1500 Big Horn (V6, diesel)	$49,155	54			82	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect system.	Reliability, access, heavy tailgate, diesel gets expensive.
	Ram 1500 Big Horn (5.7L V8)	$42,810	54			81	15	Powertrain, ride, quietness, cabin space, Uconnect system.	Reliability, access, heavy rear tailgate.
	Nissan Titan XD SV (diesel)	$51,075	50			55	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, high step-in, short rear seat, so-so payload capacity.

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User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key Ratings, and information for the 252 cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this book, covering all 2017 and early 2018 models.

Each profile includes a review by Consumer Reports' auto experts; model overview information including base price, body styles, engines, transmissions, and key dimensions and measurements; reliability history; and a Report Card detailing an overall score and road test score, along with ratings for predicted reliability, owner satisfaction, and availability of crash-prevention features. Use these profiles, along with the vehicle ratings (see page 40) and our data charts (starting on page 180), to narrow your choices.

1 | Recommended Vehicles

These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. To earn our recommendation, vehicles must perform well in our testing; have average or better reliability; and perform adequately, if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2 | Overall Score

The **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. We now deduct points from the Overall Score if a vehicle's transmission shifter is confusing, lacks fail-safes, or is difficult to operate. A range of scores indicates that we have tested several vehicles. If we have not tested a vehicle it will have an NA for overall score.

Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's most recent Annual Auto Survey, which garnered responses on about half a million vehicles. Detailed Ratings are provided in the Reliability History charts explained on the opposite page (see No. 5).

Owner satisfaction comes from our annual survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

Road test score is the final tally from our test findings, based on more than 50 tests. Some tests, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests. Subjective tests that evaluate seat comfort, ride quality, and ease of use of controls, are graded by our experts.

Crash prevention identifies whether a vehicle has frontal-crash prevention features, such as forward-collision warning and automatic emergency braking at city and/or highway speeds. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from ! to based on how many of these features are standard. An asterisk (*) means information is based on limited data.

3 | Model-Line Information

Base price is the range of base prices for all versions of the model. The base price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated. Models often come in various **body styles** (sedan, wagon, etc.) and **trim lines,** which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations.

Drive wheels tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers who can be accommodated in the front, rear, and third-row (if any) seats. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and transmissions show the choices of drivetrain components.

4 | Facts and Figure

Exterior dimensions are the basic measurements for the vehicles. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume with rear seats folded down or removed. CR measures this using an expandable pipe-frame box that's adjusted to fit the cargo area. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our test vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types (regular, premium, or diesel) for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA MPG** is the combined city and highway mileage figures issued by the Environmental Protection Agency for a typical engine if we have not tested that model.

5 | Reliability History

These charts are based on more than half a million vehicles to our most recent Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below.

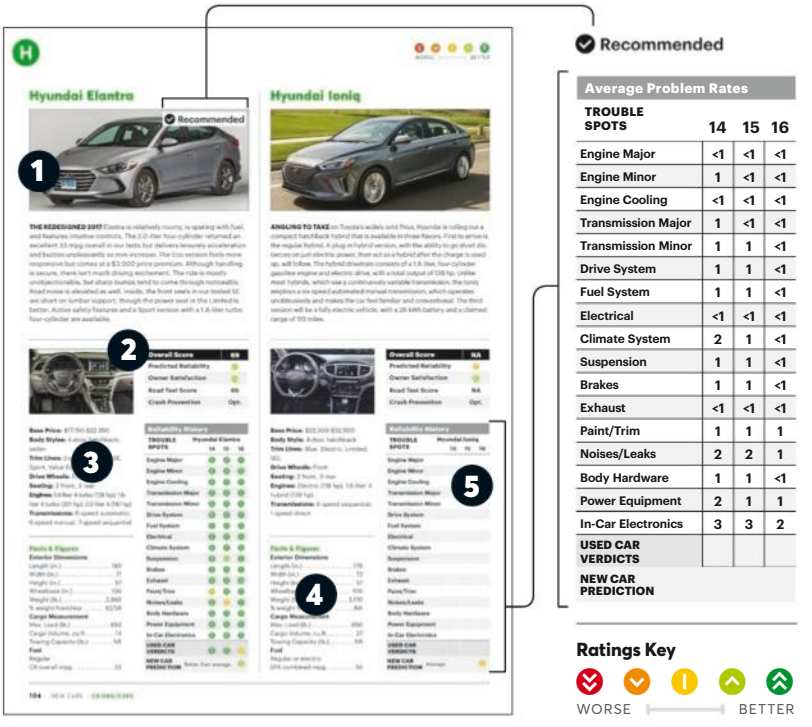
The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2016 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles. Redesigned or newly-introduced model years are in red.

How to Read the Charts

To check on the reliability history of a particular year's model, start with the **Used Car Verdict.** This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2017 or early 2018 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For

SAMPLE PAGE FROM VEHICLE PROFILES



this Rating, we averaged a model's Used Car Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2017. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2016 or 2015, or if there were insufficient data for more years. We include a prediction for a model that is new or has been redesigned, based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots.** The chart above shows the average problem rates for the latest three model years in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a ⏬ are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ⏬ or a 🔽 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a 🔼 or a ⏫ respectively. In the charts, a model year in red identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

■ **Engine, major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

■ **Engine, minor** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

■ **Engine, cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

■ **Transmission, major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

■ **Transmission, minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

■ **Drive system** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

■ **Fuel system** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

■ **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

■ **Climate system** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

■ **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

■ **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

■ **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

■ **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

■ **Noises/leaks** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.

■ **Body hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

■ **Power equipment and accessories** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

■ **In-car electronics** Audio systems, backup camera/sensors, entertainment systems, navigation system, communication system.

Acura ILX

ACURA'S ENTRY-LEVEL COMPACT sedan falls short of bargain-luxury-sedan standards. The sole powertrain is a 2.4-liter four-cylinder and an eight-speed automated manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty but ultimately secure. Road noise is incessant, and the transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, the infotainment system is not very intuitive, and the car's low owner-satisfaction score is noteworthy. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist.

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Base Price: $27,990-$34,980
Body Style: sedan
Trim Lines: Premium, Standard, Tech Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 2.4-liter 4 (201 hp)
Transmission: 8-speed sequential

Reliability History

TROUBLE SPOTS	Acura ILX 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 105
Weight (lb.) 3,095
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 28

Acura MDX

THIS FUNCTIONAL, FAMILY-FRIENDLY luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic is not always smooth or responsive and its push-button shifter is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. The 2017 freshening brings a hybrid version with a seven-speed automated manual, as well as standard AcuraWatch, which includes safety features such as automatic emergency braking and lane-departure warning.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Base Price: $43,950-$58,450
Body Style: 4-door SUV
Trim Lines: Advance, Base, Hybrid, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (325 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Acura MDX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 67
Wheelbase (in.) 111
Weight (lb.) 4,200
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,175
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 21

Acura RDX

DERIVED FROM THE previous-generation Honda CR-V, the RDX has a more premium feel to compete among compact luxury SUVs. The very smooth and refined V6 gets 22 mpg overall, which is on par with the turbocharged four-cylinder engines found in competing SUVs. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite recent updates, the interior is rather forgettable for an upscale SUV, lacking certain luxury features usually found on competitors. Acura's convoluted dual-screen control system is unintuitive to use. Still, the seats are comfortable and the rear seat is roomy. The AcuraWatch safety package is available on all trims.

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Base Price: $35,370-$43,420
Body Style: 4-door SUV
Trim Lines: Advance, Base, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 3.5-liter V6 (279 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Acura RDX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 3,850
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 1,500
Fuel
Premium
CR overall mpg 22

Acura RLX

ACURA'S FLAGSHIP FALLS well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested front-wheel-drive model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 29 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic alert are available.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Base Price: $54,450-$65,950
Body Style: sedan
Trim Lines: Advance, Hybrid Advance, Hybrid Tech, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Acura RLX 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,930
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

Acura TLX

THE TLX HAS potential but lacks panache and ultimately falls short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but all-wheel drive is available only with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27-mpg overall. The V6 is a gem, with plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. A generous roster of advanced safety systems includes front-collision mitigation, lane-departure warning, lane-keep assist, adaptive cruise control, and blind-spot monitors. Reliability has been below average.

Overall Score	57-60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-79
Crash Prevention	Opt.

Base Price: $31,900-$44,800
Body Style: sedan
Trim Lines: 2.4L, SH-AWD, V6
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 8-speed sequential

Reliability History

TROUBLE SPOTS	Acura TLX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,480
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25-27

Alfa Romeo 4C

ALFA'S 4C IS a superlight two-seat, midengine sports car for people who live more for the track than their commute. Though short on creature comforts, the Alfa's high points are style, agility, and sound. The 4C is powered by a 1.7-liter turbo four-cylinder that cranks out 237 hp and uses a dual-clutch, six-speed automated manual that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling and a thrilling exhaust note. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Base Price: $55,900-$65,900
Body Styles: convertible; coupe
Trim Lines: Base
Drive Wheels: Rear
Seating: 2 front
Engine: 1.7-liter 4 turbo (237 hp)
Transmission: 6-speed sequential

Reliability History

TROUBLE SPOTS	Alfa Romeo 4C 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 157
Width (in.) 74
Height (in.) 47
Wheelbase (in.) 94
Weight (lb.) 2,465
% weight front/rear 41/59
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 4
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 28

Alfa Romeo Giulia

THE NEW GIULIA is Alfa's entry in the compact-luxury-sport-sedan market. The top-trim Quadrifoglio version uses a 505-hp, 2.9-liter twin-turbo V6, which Alfa claims will zip the car from 0 to 60 mph in just 3.8 seconds. If you don't need all that dash, mainstream editions feature a 280-hp, 2.0-liter turbo four-cylinder, mated to an eight-speed automatic. Rear- and all-wheel-drive versions will be available. In our experience with the Ti and Quadrifoglio versions, the car is nimble and fun to drive. The four adjustable driving modes allow the driver to alter the Giulia's character from docile to sporty. The interior has supportive seats and decent rear passenger room. Infotainment functions are handled via a central control knob. Pricing starts at around $40,000, with typically equipped Ti versions selling at $50,000.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $37,995-$72,000
Body Style: sedan
Trim Lines: Base, Quadrifoglio, Ti
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Alfa Romeo Giulia 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,695
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 26

Alfa Romeo Stelvio

THE FIRST ALFA Romeo SUV, called Stelvio, will be based on the company's new Giulia sedan. The Stelvio is positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan. The standard powertrain is a 280-hp, 2.0-liter four-cylinder turbo. The top Quadrifoglio model gets an all-aluminum 505-hp, 2.9-liter twin-turbo V6. Both engines are matched to an eight-speed automatic transmission. All-wheel drive is standard. Like the Giulia, the interior includes Alcantara seats, carbon fiber surfaces and a flat-bottomed steering wheel—complete with a red start button. The infotainment system takes a page from BMW's iDrive, with a center controller interfacing with a screen for audio, phone, navigation, and other vitals. The Stelvio goes on sale in summer 2017.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $40,000-$70,000E
Body Style: 4-door SUV
Trim Lines: Base, Quadrifoglio, Ti
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Alfa Romeo Stelvio
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION	Much worse than average

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 75
Height (in.) 65
Wheelbase (in.) 111
Weight (lb.) 3,650
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NA
Fuel
Premium
CR overall mpg . . . . . NA

Audi A3

AUDI'S A3 IS a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves logical. It's easy to hit $40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Base Price: $31,176-$48,650
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, S3
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)
Transmission: 6-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 56
Wheelbase (in.) 104
Weight (lb.) 3,135
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

Reliability History

TROUBLE SPOTS	Audi A3 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Audi A4

THE A4 IS our highest-ranked sports sedan, thanks in part to its satisfying driving experience. Power comes from a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy, and the transmission is slick. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent and the front seats are comfortable, although the rear seat is tight. The A4 has good crash-test results and offers advanced safety features.

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Std./

Base Price: $37,300-$51,400
Body Styles: sedan; wagon
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 186
Width (in.) 73
Height (in.) 56
Wheelbase (in.) 111
Weight (lb.) 3,630
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

Reliability History

TROUBLE SPOTS	Audi A4 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi A5

THE 2018 A5 and S5 coupe and convertible have been redesigned and go on sale this spring. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder matched to a seven-speed dual-clutch automatic. The S5 is powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. The Sportback, a four-door hatchback, will also be available. Standard safety equipment includes forward-collision warning with automatic braking. The outgoing A5/S5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm yet supple ride. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $42,600-$66,700
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 3.0T, Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Reliability History

TROUBLE SPOTS	Audi A5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 54
Wheelbase (in.) 108
Weight (lb.) 3,605
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

Audi A6

AUDI'S A6 HAS a comfortable ride and agile handling, strong performance, great seats, and excellent fit and finish. It's one of our highest ranked sedans and is a perfect long-distance cruiser with a whisper quiet, roomy cabin. The 2.0-liter turbo four-cylinder works well but has a raspy, less-than-luxurious engine sound. The 3.0-liter supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. The front seats are comfortable and supportive, and the rear seat is roomy for three adults. An added plus is the large trunk. Although the infotainment system's center controller and screen take some getting used to, the system ultimately proves logical.

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	90
Crash Prevention	Opt.

Base Price: $47,600-$74,100
Body Style: sedan
Trim Lines: 2.0T, 3.0T, Competition, S6 4.0T
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp, 340 hp); 4.0-liter V8 turbo (450 hp)
Transmission: 8-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Audi A6 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 115
Weight (lb.) 4,075
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 22

Audi A7

THIS STYLISH HATCHBACK version of the A6 is an impressive car, although it sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Its rear hatch and generous interior give it practicality, room, and comfort. Handling is responsive and secure, and the ride is steady though firm, particularly on the optional 20-inch tires. The exquisite interior is very luxurious, and the infotainment system proves logical after a bit of familiarization. A midcycle freshening brought tweaks to almost every engine. The smooth, punchy 3.0-liter supercharged V6 is plenty powerful, and an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $68,800-$129,500
Body Style: 4-door hatchback
Trim Lines: 3.0T, Competition, RS 7, RS 7 Performance, S7
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp, 340 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (560 hp); 4.0-liter V8 turbo (605 hp)
Trans: 8-spd auto; 7-spd seq

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 75
Height (in.) 56
Wheelbase (in.) 115
Weight (lb.) 4,235
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 25
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 24

Reliability History

TROUBLE SPOTS	Audi A7 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi A8

AUDI'S TOP-LEVEL SEDAN delivers smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. The rear seat is worthy of a limo, but the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship.

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Base Price: $82,500-$115,900
Body Style: sedan
Trim Lines: 3.0T, 4.0T, S8 Plus
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (605 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 77
Height (in.) 58
Wheelbase (in.) 123
Weight (lb.) 4,420
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Audi A8 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi Q3

A TIDY, COMPACT crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available. Reliability has been much better than average.

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Base Price: $31,800-$41,300
Body Style: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 turbo (200 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Audi Q3 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,680
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) 2,200
Fuel
Premium
CR overall mpg 22

Audi Q5

THE REDESIGNED Q5 gets new styling, increased performance promise, and a growing list of advanced safety features. The new Q is also available with Audi's Virtual Cockpit, which lets you expand the cluster between the instrument panel's large gauges into a larger color screen that can display audio, phone, navigation, and travel information. The standard audio system includes Android Auto and Apple CarPlay compatibility. Like the A4, the Q5 is powered by an updated 252-hp, 2.0-liter turbocharged four-cylinder engine that is coupled to a seven-speed dual-clutch automatic transmission. All-wheel drive is standard. Available advanced safety features include forward-collision warning with automatic braking, blind-spot monitoring, rear-collision warning, and lane-keep assist.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $42,000-$55,000E
Body Style: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige, SQ5
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter 6 turbo (354 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Audi Q5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 75
Height (in.) 65
Wheelbase (in.) 112
Weight (lb.) 4,190
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NA
Fuel
Premium
EPA combined mpg . . . . . NA

Audi Q7

AUDI'S LUXURY THREE-ROW SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a very smooth eight-speed automatic. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Available advanced safety systems include automatic emergency braking and lane-keep assist.

Overall Score	90
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Base Price: $49,000-$64,300
Body Style: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Audi Q7 14	15	17
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 118
Weight (lb.) 5,080
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,365
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 7,700
Fuel
Premium
CR overall mpg 20

Audi TT

THE TT COUPE and convertible use a 220-hp, 2.0-liter four-cylinder, and the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	NA

Base Price: $43,500-$52,500
Body Styles: convertible; coupe
Trim Lines: 2.0T, TTS 2.0T
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)
Transmission: 6-speed sequential

Reliability History

TROUBLE SPOTS	Audi TT 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 165
Width (in.) 72
Height (in.) 53
Wheelbase (in.) 99
Weight (lb.) 3,140
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

BMW 2 Series

THIS SMALL COUPE is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. For 2017, the 228i is renamed the 230i and comes with a 248-hp, 2.0-liter four-cylinder; the uplevel M235i we tested, now named M240i, has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available. Reliability has been much better than average.

Overall Score	92
Predicted Reliability	
Owner Satisfaction	
Road Test Score	98
Crash Prevention	Opt.

Base Price: $33,150-$51,700
Body Styles: convertible; coupe
Trim Lines: 230i, M2, M240i
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Reliability History

TROUBLE SPOTS	BMW 2 Series 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 3,450
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 805
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25

BMW 3 Series

THE 3 SERIES has been freshened for 2017, receiving some suspension tweaks, updated interior touches, and a bit more horsepower for the turbo four-cylinder, which is now called the 330i. We got a frugal 26 mpg overall in the all-wheel-drive version we tested. Handling has been sharpened, giving back some of the agility the 3 Series had lost. The firm ride is absorbent but can get choppy. The seats are supercomfortable, and the cabin is impeccably furnished. Despite some diesel clatter, the 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range. You can also opt for a wagon or a less powerful, but more affordable, 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.

Overall Score	76-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	86
Crash Prevention	Opt.

Base Price: $33,450-$64,000
Body Styles: 4-door hatch; sedan; wagon
Trims: 320i, 328d, 330e, 330i, 340i, M3
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0L 4 turbo (180 hp, 248 hp); 2.0L 4 turbodiesel (180 hp); 2.0L 4 hybrid (248 hp); 3.0L 6 turbo (320 hp, 425 hp)
Transmissions: 8-spd auto; 6-spd man; 7-spd seq

Reliability History

TROUBLE SPOTS	BMW 3 Series 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 111
Weight (lb.) 3,690
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Premium or diesel
CR overall mpg 26-35

BMW 4 Series

THE 4 SERIES coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $42,150-$74,700
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 430i, 440i, M4
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 72
Height (in.) 54
Wheelbase (in.) 111
Weight (lb.) 3,470
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 790
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 26

Reliability History

TROUBLE SPOTS	BMW 4 Series 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

BMW 5 Series

BMW FOCUSED ON adding technology and on improving the fuel economy of the 2017 5 Series redesign. BMW says the new sedan is lighter by 220 pounds and the rear seat and the trunk are marginally roomier. Engines include a 2.0-liter turbo four-cylinder with 248 hp in the 530i and a 335-hp, 3.0-liter turbo six-cylinder in the 540i, both mated to a super-smooth eight-speed automatic transmission. All-wheel drive is optional but standard on the V8-powered 550i. A 530e plug-in hybrid goes on sale in April and commands a price premium of just $200 over the 530i. The 530i we just purchased is super quiet, has terrific seats, and impeccable fit an finish. It rides comfortably and handles responsively. Available active safety systems include forward-collision warning and lane-keep assist.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $51,200-$72,100
Body Style: sedan
Trim Lines: 530e, 530i, 540i, M550i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 117
Weight (lb.) 3,880
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 19
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 27

Reliability History

TROUBLE SPOTS	BMW 5 Series 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

BMW 6 Series

BASED ON THE outgoing 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. But the gear selector in the M6 is unintuitive. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $77,600-$122,500
Body Styles: convertible; coupe; sedan
Trims: 640i, 650i, Alpina B6, M6
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp); 4.4-liter V8 turbo (600 hp)
Trans: 8-spd auto; 7-spd seq

Reliability History

TROUBLE SPOTS	BMW 6 Series 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 75
Height (in.) 54
Wheelbase (in.) 112
Weight (lb.) 4,355
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 19

BMW 7 Series

AMONG ULTRALUXURY SEDANS, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at $110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.

Overall Score	85
Predicted Reliability	!
Owner Satisfaction	^^
Road Test Score	99
Crash Prevention	Opt.

Base Price: $81,500-$153,800
Body Style: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (326 hp); 3.0-liter 6 turbo (320 hp); 4.4-liter V8 turbo (445 hp, 600 hp); 6.6-liter V12 turbo (600 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW 7 Series 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 126
Weight (lb.) 4,710
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

ALERT This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings and keep your hands on the wheel.

BMW X1

THE X1 RELIES on a platform shared with the Mini Clubman and new Countryman. Initially offered only with all-wheel drive, for 2017 a less expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it feels almost like driving a BMW sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting $33,100, but a typically equipped X1 easily breaks the $40,000 mark.

Overall Score	72
Predicted Reliability	↑
Owner Satisfaction	!
Road Test Score	74
Crash Prevention	Opt.

Base Price: $33,100-$35,100
Body Style: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 turbo (228 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW X1 14	15	16
Engine Major	↑↑	↑↑	↑↑
Engine Minor	↑↑	↑	↑↑
Engine Cooling	↑↑	↑↑	↑↑
Transmission Major	↑↑	↑↑	↑↑
Transmission Minor	↑↑	↑	↑↑
Drive System	↑↑	↑↑	↑↑
Fuel System	↑↑	↑↑	↑↑
Electrical	↑↑	↑↑	↑↑
Climate System	↑↑	↑↑	↑↑
Suspension	↑↑	↑↑	↓
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	↑↑	↑	↑↑
Noises/Leaks	!	↑	↑↑
Body Hardware	↑↑	↑	↑↑
Power Equipment	↑↑	↓	↑↑
In-Car Electronics	!	↑	↓
USED CAR VERDICTS	↑↑	!	↑
NEW CAR PREDICTION	Better than average		↑

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 105
Weight (lb.) 3,725
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 27
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

BMW X3

THIS IS ONE of the best upscale SUVs, melding utility with luxury-car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side to side on uneven pavement. The 2.0-liter turbo four-cylinder returned a very good 23 mpg overall, and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats, and though the rear seat is roomy, cargo capacity is modest. Once mastered, the iDrive control system proves logical. Despite the X3's price, the must-have rearview camera is optional. A diesel and rear-drive versions are available.

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	82
Crash Prevention	Opt.

Base Price: $39,250-$47,950
Body Style: 4-door SUV
Trim Lines: sDrive28i, xDrive28d, xDrive28i, xDrive35i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW X3 14	15	16
Engine Major	↑↑	↑↑	↑↑
Engine Minor	↑↑	↑↑	↑↑
Engine Cooling	↑↑	↑↑	↑↑
Transmission Major	↑↑	↑↑	↑↑
Transmission Minor	↑↑	↑↑	↑↑
Drive System	↑	!	↑↑
Fuel System	↑↑	↑	↑↑
Electrical	↑↑	↑↑	↑↑
Climate System	↑↑	↑↑	↑↑
Suspension	↑↑	↑↑	↑↑
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	↑↑	↑↑	↑↑
Noises/Leaks	↑	!	↑↑
Body Hardware	↑	↑↑	↑↑
Power Equipment	↑	↑	↑
In-Car Electronics	!	↓	↑
USED CAR VERDICTS	↑	!	!
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 111
Weight (lb.) 4,135
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 3,000
Fuel
Premium or diesel
CR overall mpg 23

BMW X4

EMPHASIZING SPORT OVER utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 3.0-liter turbo six-cylinder that is particularly smooth and powerful. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4 we found that the optional 19-inch tires make the ride a bit too jiggly. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $45,250-$57,800
Body Style: 4-door SUV
Trim Lines: M40i, xDrive28i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (355 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW X4 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 74
Height (in.) 64
Wheelbase (in.) 111
Weight (lb.) 4,130
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 3,000
Fuel
Premium
EPA combined mpg 23

BMW X5

THE X5 DELIVERS refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances.

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	84
Crash Prevention	Opt.

Base Price: $55,500-$98,800
Body Style: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35d, xDrive35i, xDrive40e, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (308 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp, 567 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW X5 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^	^^
Fuel System	vv	^^	^^
Electrical	^^	^	^^
Climate System	^^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^	^^
Noises/Leaks	v	^^	^
Body Hardware	^	^	^^
Power Equipment	!	!	^^
In-Car Electronics	vv	^	^
USED CAR VERDICTS	!	v	^
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 76
Height (in.) 69
Wheelbase (in.) 116
Weight (lb.) 4,745
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,345
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 6,000
Fuel
Premium or diesel
CR overall mpg 21

BMW X6

THIS COUPELIKE SPORTY SUV is a derivative on the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $61,400-$102,200
Body Style: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35i, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW X6 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 78
Height (in.) 67
Wheelbase (in.) 116
Weight (lb.) 4,750
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

BMW i3

BMW'S ELECTRIC CAR is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.

Overall Score	71
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	79
Crash Prevention	Opt.

Base Price: $42,400-$47,450
Body Style: 4-door hatchback
Trim Lines: Giga, Mega, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engine: 0.7-liter 2 electric (170 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	BMW i3 14	15	16
Engine Major	▲▲	▲▲	*
Engine Minor	!	▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲▲	▲▲	*
Drive System	▲	▲	*
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	▲▲	▲▲	*
Suspension	▲▲	▲▲	*
Brakes	▲▲	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▲▲	▲▲	*
Noises/Leaks	!	▲	*
Body Hardware	▲▲	▲▲	*
Power Equipment	▲▲	▲▲	*
In-Car Electronics	▲▲	▼▼	*
USED CAR VERDICTS	!	▲	
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 157
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 101
Weight (lb.) 3,140
% weight front/rear 45/55
Cargo Measurement
Max. Load (lb.) 650
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 139

Buick Cascada

THE FRONT-WHEEL-DRIVE CASCADA is a well-thought-out, four-seat, soft-top convertible that keeps wind buffeting to a minimum. The ride is steady but can be a bit stiff because of the standard 20-inch tires. Handling is responsive, but power is modest and fuel economy isn't great. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes 17 seconds to open and can be operated when the car is traveling at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium trim brings advanced safety equipment including forward-collision warning and lane-departure warning.

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	53
Crash Prevention	Opt.

Base Price: $33,065-$37,885
Body Style: convertible
Trim Lines: Base, Premium, Sport Touring
Drive Wheels: Front
Seating: 2 front, 2 rear
Engine: 1.6-liter 4 turbo (200 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Cascada 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,980
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 740
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 22

Buick Enclave

AFTER ALMOST A decade on the market, the large Enclave is set to be replaced by an all-new version. The outgoing model has a firm, comfortable ride and secure handling. The cabin is quiet, the interior is nicely finished, and the seats are comfortable. But the Enclave shows its age through some of the outdated controls and limited feature content. The 3.6-liter V6 engine and six-speed automatic transmission are smooth and unobtrusive, but the engine feels taxed and at times the powertrain has to work hard to move this large SUV. In our tests the Enclave returned a paltry 15 mpg overall. Adults can fit in the roomy third row, a plus. Forward-collision warning and lane-departure warning systems are available.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $39,065-$49,625
Body Style: 4-door SUV
Trim Lines: Convenience, Leather, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engine: 3.6-liter V6 (288 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Enclave 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 79
Height (in.) 72
Wheelbase (in.) 119
Weight (lb.) 5,100
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,335
Cargo Volume, cu.ft. 44
Towing Capacity (lb.) 4,500
Fuel
Regular
CR overall mpg 15

Buick Encore

DERIVED FROM THE small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than certain bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view aft. A more powerful Sport Touring version is also available. Reliability has been above average.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Base Price: $24,365-$31,965
Body Style: 4-door SUV
Trim Lines: Base, Essence, Preferred, Preferred II, Premium, Sport Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Encore 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 70
Height (in.) 65
Wheelbase (in.) 101
Weight (lb.) 3,355
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 23

Buick Envision

BUICK'S ENTRY INTO the luxury compact SUV segment sits between the tiny Encore and giant Enclave, the new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning and lane-departure mitigation systems, as well as automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available for the 2017 model year.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $34,065-$45,335
Body Style: 4-door SUV
Trim Lines: Base, Essence, Preferred, Premium, Premium II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Envision 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 72
Height (in.) 67
Wheelbase (in.) 108
Weight (lb.) 4,050
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 21

Buick LaCrosse

BUICK'S FLAGSHIP SEDAN delivers what you'd expect. The new LaCrosse rides comfortably and features a well-trimmed and quiet cabin with a spacious rear seat. Paired with an eight-speed automatic, the smooth 3.6-liter V6 supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few offerings in the large-sedan class that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car's low stance. Most controls are easy to use, including the IntelliLink touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced electronic safety features are available only on high-end trims.

Overall Score	78
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	85
Crash Prevention	Opt.

Base Price: $32,065-$43,265
Body Style: sedan
Trim Lines: Base, Essence, Preferred, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 3.6-liter V6 (310 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	114
Weight (lb.)	3,665
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	1,000

Fuel
Regular
CR overall mpg 24

Reliability History

TROUBLE SPOTS	Buick LaCrosse 14	15	16
Engine Major	▲▲	▲▲	▲▲
Engine Minor	▲▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲▲	▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲	▲▲	▲▲
Noises/Leaks	▲	▲	▲▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	▼▼	!	▲▲
In-Car Electronics	▼▼	▲▲	!
USED CAR VERDICTS	▲	▲	!
NEW CAR PREDICTION	Average		!

Buick Regal

THIS WELL-HONED AND satisfying sports sedan has a European feel, thanks to its Opel roots. It is the antithesis of the whitewall-tired Buick of old. With its agile handling, quick steering, and a taut, steady ride, the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers strong performance and 24 mpg overall. High-quality materials are used throughout the cabin. The front seats are firm and supportive, though the rear seat is quite snug. The large trunk is a bonus. Infotainment system controls are mostly simple, and all-wheel drive is available on all trim lines. Overall, this is a highly capable yet understated car. The GS is a sportier version with a tauter suspension. A redesign is imminent.

Overall Score	81
Predicted Reliability	▲▲
Owner Satisfaction	▲
Road Test Score	83
Crash Prevention	Opt.

Base Price: $27,065-$36,540
Body Style: sedan
Trim Lines: Base, GS, Premium II, Sport Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (259 hp); 2.4-liter 4 (182 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	108
Weight (lb.)	3,710
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 24

Reliability History

TROUBLE SPOTS	Buick Regal 14	15	16
Engine Major	▲▲	▲▲	*
Engine Minor	▲▲	▲▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲▲	▲▲	*
Drive System	▲▲	▲▲	*
Fuel System	▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	▲▲	▲▲	*
Suspension	▲	▲	*
Brakes	▲▲	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▲	▲	*
Noises/Leaks	▲▲	▲	*
Body Hardware	▲	▲▲	*
Power Equipment	▲	▲▲	*
In-Car Electronics	▼▼	▼▼	*
USED CAR VERDICTS	▲▲	▲▲	
NEW CAR PREDICTION	Much better than average		▲▲

Cadillac ATS

OFFERED IN REAR- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. The 2.0-liter turbo is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp twin-turbo V6, and a two-door coupe is also available. Reliability has remained well below average.

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Base Price: $34,595-$62,895
Body Styles: coupe; sedan
Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 109
Weight (lb.) 3,420
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 23

Reliability History

TROUBLE SPOTS	Cadillac ATS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Cadillac CT6

CADILLAC'S NEW FLAGSHIP fits above the CTS and is priced to compete with the luxury-midsized crowd. This large sedan possesses some athletic chops and feels lively to drive. The firm ride is steady, controlled, and compliant, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. The interior is plush and roomy, but cabin storage is scant. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite improvements, the updated Cue infotainment system is still unintuitive. A plug-in hybrid version with an estimated 30 miles of EV range arrives this spring.

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Base Price: $53,495-$87,495
Body Style: sedan
Trim Lines: Base, Luxury, Platinum, Plug-In Hybrid, Premium Luxury
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (265 hp); 2.0-liter 4 hybrid (335 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)
Trans: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 122
Weight (lb.) 4,040
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 910
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Cadillac CT6 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Cadillac CTS

THE CTS IS a midsized luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any $100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and trackworthy handling and braking.

Overall Score	71
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	83
Crash Prevention	Opt.

Base Price: $45,560-$85,595
Body Style: sedan
Trim Lines: Base, Luxury, Premium Luxury, V, Vsport, V Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (420 hp); 6.2-liter V8 supercharged (640 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac CTS 14	15	16
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	!	↑	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇊	⇈	*
Brakes	⇈	!	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	!	*
Noises/Leaks	↑	⇈	*
Body Hardware	⇈	!	*
Power Equipment	⇈	⇈	*
In-Car Electronics	↓	↑	*
USED CAR VERDICTS	↓	!	
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 115
Weight (lb.) 3,915
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Cadillac Escalade

THE ESCALADE FALLS down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. Reliability has been well below average, ranking worst in class. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.

Overall Score	44
Predicted Reliability	⇊
Owner Satisfaction	↑
Road Test Score	61
Crash Prevention	Opt.

Base Price: $73,395-$97,795
Body Styles: 4-door SUV; extended SUV
Trim Lines: Luxury, Platinum, Premium Luxury, Standard
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 3 third
Engine: 6.2-liter V8 (420 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac Escalade 14	15	16
Engine Major	*	⇈	⇈
Engine Minor	*	!	⇈
Engine Cooling	*	↑	⇈
Transmission Major	*	⇊	↑
Transmission Minor	*	⇊	⇈
Drive System	*	⇊	↓
Fuel System	*	↑	⇈
Electrical	*	!	⇈
Climate System	*	↑	⇈
Suspension	*	!	⇈
Brakes	*	↑	⇈
Exhaust	*	⇈	⇈
Paint/Trim	*	⇊	⇈
Noises/Leaks	*	⇊	⇈
Body Hardware	*	⇊	⇈
Power Equipment	*	↓	⇊
In-Car Electronics	*	↓	⇊
USED CAR VERDICTS		⇊	⇊
NEW CAR PREDICTION	Much worse than average		⇊

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,820
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,310
Cargo Volume, cu.ft. 48
Towing Capacity (lb.) 8,100
Fuel
Regular
CR overall mpg 16

Cadillac XT5

THE XT5 IS Cadillac's new luxury crossover and replaces the heavy and dated SRX. It's powered by a new 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, it feels a bit lethargic in everyday driving. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.

Overall Score	67
Predicted Reliability	!
Owner Satisfaction	⌃⌃
Road Test Score	76
Crash Prevention	Opt.

Base Price: $38,995-$62,500
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Platinum, Premium Luxury
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 3.6-liter V6 (310 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac XT5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 75
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,300
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,620
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

Cadillac XTS

THIS LARGE SEDAN has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The 3.6-liter V6 powertrain lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has improved to above average.

Overall Score	77
Predicted Reliability	⌃
Owner Satisfaction	!
Road Test Score	82
Crash Prevention	Opt.

Base Price: $45,295-$72,395
Body Style: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, Standard, Vsport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac XTS 14	15	16
Engine Major	⌃⌃	*	*
Engine Minor	⌃	*	*
Engine Cooling	⌃⌃	*	*
Transmission Major	⌃⌃	*	*
Transmission Minor	⌃⌃	*	*
Drive System	⌃⌃	*	*
Fuel System	⌃⌃	*	*
Electrical	⌃⌃	*	*
Climate System	⌃⌃	*	*
Suspension	!	*	*
Brakes	⌃⌃	*	*
Exhaust	⌃⌃	*	*
Paint/Trim	⌃⌃	*	*
Noises/Leaks	⌄⌄	*	*
Body Hardware	⌃	*	*
Power Equipment	!	*	*
In-Car Electronics	⌄⌄	*	*
USED CAR VERDICTS	⌃		
NEW CAR PREDICTION	Better than average		⌃

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 112
Weight (lb.) 4,090
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Chevrolet Bolt

CHEVROLET HAS EQUIPPED the new Bolt with an EPA-rated range of 238 miles, which is impressive for a small electric vehicle. The Bolt is built around a large 60-kWh battery pack that forms much of the car's floor. This helps contribute to the car's planted feel despite its tall stance. With 200 electrified horses on tap, this small hatchback accelerates with gusto. A full charge can take 9 hours on a 240-volt connector. The ride is firm yet compliant and composed, making the Bolt feel solid and substantial. The elaborate instrumentation and well-designed infotainment system are pluses. But interior ambience falls short of the levels found in the VW eGolf and Ford Focus EV. Pricing starts at $36,620, before federal tax incentives of $7,500.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	⌃⌃
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $36,620-$40,905
Body Style: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: Electric (200 hp)
Transmission: 1-speed direct

Reliability History	
TROUBLE SPOTS	Chevrolet Bolt
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION	Average !

Facts & Figures

Exterior Dimensions
Length (in.) 164
Width (in.) 70
Height (in.) 63
Wheelbase (in.) 102
Weight (lb.) 3,600
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 875
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
EPA combined mpg 119

Chevrolet Camaro

THE CURRENT CAMARO is lighter, shorter, narrower, and lower than the previous generation, and these benefits pay dividends in the car's impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder, and the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The higher-quality interior features the easy-to-use MyLink infotainment system. Visibility is atrocious, and rear-seat room is extremely tight. A performance ZL1 version arrives as a 2017 model with a 640-hp, 6.2-liter V8 supercharged engine and available 10-speed automatic.

Overall Score	76
Predicted Reliability	!
Owner Satisfaction	⌃⌃
Road Test Score	85
Crash Prevention	NA

Base Price: $26,305-$69,135
Body Styles: convertible; coupe
Trim Lines: LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Chevrolet Camaro 14	15	16
Engine Major	⌃⌃	⌃⌃	*
Engine Minor	⌃⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	*
Transmission Major	⌃⌃	⌃⌃	*
Transmission Minor	⌃⌃	⌃⌃	*
Drive System	⌃⌃	⌃⌃	*
Fuel System	⌃⌃	⌃⌃	*
Electrical	⌃⌃	!	*
Climate System	⌃⌃	⌃⌃	*
Suspension	⌃⌃	⌃⌃	*
Brakes	⌄⌄	!	*
Exhaust	⌃⌃	⌃⌃	*
Paint/Trim	⌃⌃	⌃⌃	*
Noises/Leaks	⌃⌃	⌃	*
Body Hardware	⌃	⌃⌃	*
Power Equipment	⌄⌄	⌄	*
In-Car Electronics	⌄	⌃⌃	*
USED CAR VERDICTS	⌄	!	
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 75
Height (in.) 53
Wheelbase (in.) 111
Weight (lb.) 3,730
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 725
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 20

Chevrolet Colorado

GM'S SMALL PICKUPS, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. We tested the V6, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. In addition, a backup camera is standard. New for 2017 are an eight-speed automatic transmission and an updated, more responsive V6. Reliability has been below average.

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Base Price: $20,055-$35,930
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, WT, Z71, ZR2
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbo (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 213
Width (in.) 74
Height (in.) 79
Wheelbase (in.) 128
Weight (lb.) 4,500
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,555
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Regular or diesel
CR overall mpg 18-24

Reliability History

TROUBLE SPOTS	Chevrolet Colorado 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Chevrolet Corvette

THE SHARP-EDGED CORVETTE has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to access; the vague manual shifter; and the omnipresent tire noise. Reliability has improved to average.

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	92
Crash Prevention	NA

Base Price: $55,490-$92,394
Body Styles: 2-door hatchback; convertible
Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06
Drive Wheels: Rear
Seating: 2 front
Engines: 6.2L V8 (455 hp, 460 hp); 6.2L V8 supercharged (650 hp)
Transmissions: 8-speed automatic; 7-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 177
Width (in.) 74
Height (in.) 49
Wheelbase (in.) 107
Weight (lb.) 3,470
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 525
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 20

Reliability History

TROUBLE SPOTS	Chevrolet Corvette 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Chevrolet Cruze

THE REDESIGNED CRUZE possesses big-car qualities such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter four-cylinder turbo mated to a six-speed automatic transmission. A smooth start-stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. A new infotainment system featuring Android Auto and Apple CarPlay mirrors some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version. First-year reliability of the redesign has been well above average. A hatchback and a 1.6-liter turbodiesel are new for 2017.

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $16,975-$23,945
Body Styles: 4-door hatchback; sedan
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (153 hp); 1.6-liter 4 turbodiesel (137 hp)
Transmissions: 6-speed automatic; 6-speed manual; 9-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,915
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000
Fuel
Regular or diesel
CR overall mpg 30

Reliability History

TROUBLE SPOTS	Chevrolet Cruze 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Chevrolet Equinox

THE NEW EQUINOX has tidier dimensions, bringing it in line with the small-SUV segment dominated by the Toyota RAV4 and Honda CR-V. On sale this spring, the Equinox packs the latest infotainment and safety technology, and two small-displacement turbocharged engines, plus a diesel choice that's promised to deliver an estimated 40 mpg on the highway. Power comes from a 170-hp 1.5-liter mated to a six-speed automatic; the uplevel engine is a 252-hp, 2.0-liter four mated to a nine-speed automatic. The MyLink infotainment system will be offered in 7- and 8-inch forms, each with Android Auto and Apple CarPlay compatibility. Forward-collision warning with low-speed automatic braking, blind-spot warning, and rear cross-traffic alert will be offered.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $23,580-$36,400
Body Style: 4-door SUV
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (136 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 107
Weight (lb.) 3,550
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 3,500
Fuel
Regular or diesel
EPA combined mpg 26

Reliability History

TROUBLE SPOTS	Chevrolet Equinox 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Chevrolet Impala

OUR TOP SCORING large sedan, the Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The full-featured cabin stays very quiet and features a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Base Price: $27,060-$35,440
Body Style: sedan
Trim Lines: LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (197 hp); 3.6-liter V6 (305 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	3,855
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	19
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Chevrolet Impala 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Chevrolet Malibu

SWOOPY STYLING AND modern powertrains are highlights of Chevrolet's redesigned Malibu. The new car is competitive among midsized sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and a more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.

Overall Score	75-76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-80
Crash Prevention	Opt.

Base Price: $22,555-$30,920
Body Style: sedan
Trim Lines: Hybrid, L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (160 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic; 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,125
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel

Regular
CR overall mpg 29-41

Reliability History

TROUBLE SPOTS	Chevrolet Malibu 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Chevrolet SS

YOU CAN THINK of the seemingly nondescript SS as a stealth weapon: A serious performance car cloaked in an innocuous exterior with a spacious, comfortable cabin. Its ferocious speed, sporty handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling 415-hp, 6.2-liter V8 from the last-generation Corvette. Fuel economy isn't its forte: We got a paltry 17 mpg overall with the automatic. Controls are simple, and standard safety gear includes forward-collision warning, lane-departure warning, blind-spot monitoring, and rear cross-traffic alert. The firm but tolerable ride is a modest drawback for this kind of performance. A six-speed manual is available.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Std./

Base Price: $46,575
Body Style: sedan
Trim Lines: Base
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engine: 6.2-liter V8 (415 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Chevrolet SS 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 115
Weight (lb.) 4,025
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 17

Chevrolet Silverado 1500

THE SILVERADO AND similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay. Reliability has remained below average.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $26,105-$53,645
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Custom, High Country, LS, LT, LTZ, WT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Silverado 1500 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 230
Width (in.) 80
Height (in.) 74
Wheelbase (in.) 144
Weight (lb.) 5,415
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,705
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 11,200
Fuel
Regular
CR overall mpg 16

Chevrolet Sonic

THE CHEVROLET SONIC hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit twitchy because of the overly quick steering. The sedan has a large trunk; the hatch offers more utility. Creature comforts such as keyless entry and push-button start, and optional heated seats and steering wheel bring some maturity to the subcompact. A standard 7-inch touch screen is backed by Android Auto and Apple CarPlay. A rear camera is standard and on the safety front, optional forward-collision warning and lane-departure warning are welcome additions.

Overall Score	64
Predicted Reliability	!
Owner Satisfaction	↓
Road Test Score	66
Crash Prevention	Opt.

Base Price: $14,200-$21,485
Body Styles: 4-door hatchback; sedan
Trim Lines: LS, LT, Premier, RS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Reliability History

TROUBLE SPOTS	Chevrolet Sonic 14	15	16
Engine Major	⇈	⇈	*
Engine Minor	↑	⇈	*
Engine Cooling	↑	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	↓	⇈	*
Electrical	↑	⇈	*
Climate System	↑	⇈	*
Suspension	↓	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	!	*
Paint/Trim	↑	⇈	*
Noises/Leaks	↑	⇈	*
Body Hardware	↓	⇈	*
Power Equipment	↑	⇈	*
In-Car Electronics	⇈	↓	*
USED CAR VERDICTS	↓	⇈	
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 68
Height (in.) 60
Wheelbase (in.) 99
Weight (lb.) 2,765
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Chevrolet Spark

WITH A SLIGHTLY longer wheelbase and lower roof, the redesigned Spark looks less goofy. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive, but the overly sensitive steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is best suited for a backpack. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision warning and lane-departure warning.

Overall Score	50
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	47
Crash Prevention	Opt.

Base Price: $12,270-$18,045
Body Style: 4-door hatchback
Trim Lines: 1LT, 2LT, ACTIV, LS
Drive Wheels: Front
Seating: 2 front, 2 rear
Engine: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Chevrolet Spark 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 143
Width (in.) 63
Height (in.) 58
Wheelbase (in.) 94
Weight (lb.) 2,280
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Chevrolet Suburban

IF YOU NEED space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay. Reliability has been well below average.

Overall Score	54
Predicted Reliability	⏬
Owner Satisfaction	🔼
Road Test Score	74
Crash Prevention	Opt.

Base Price: $47,595-$64,700
Body Style: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Suburban 14	15	16
Engine Major	⏫	⏫	⏫
Engine Minor	⏸	🔼	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏸	⏸
Transmission Minor	⏫	⏸	⏬
Drive System	🔽	⏸	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏸	⏫	⏸
Brakes	⏸	🔼	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏸	🔽	⏫
Noises/Leaks	⏬	⏬	🔽
Body Hardware	⏸	🔼	⏫
Power Equipment	⏸	⏬	⏫
In-Car Electronics	⏸	⏬	🔽
USED CAR VERDICTS	⏬	⏬	⏬
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000
Fuel
Regular
CR overall mpg 16

Chevrolet Tahoe

THE TAHOE HAS a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 and six-speed automatic combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on LTZ trims improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. Reliability has been well below average.

Overall Score	51
Predicted Reliability	⏬
Owner Satisfaction	🔼
Road Test Score	67
Crash Prevention	Opt.

Base Price: $44,895-$62,000
Body Style: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Tahoe 14	15	16
Engine Major	⏫	⏫	🔼
Engine Minor	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	🔼	⏫
Transmission Minor	⏫	⏫	🔼
Drive System	🔼	⏸	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	🔽	⏬
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏬	🔼	⏫
Noises/Leaks	⏬	⏬	⏫
Body Hardware	⏬	⏸	⏫
Power Equipment	🔽	⏬	🔼
In-Car Electronics	⏬	⏬	⏸
USED CAR VERDICTS	⏬	⏬	⏬
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,635
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,580
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 8,300
Fuel
Regular
CR overall mpg 16

Chevrolet Traverse

AFTER ALMOST A decade, the three-row Traverse is getting a redesign for 2018. It's based on the same platform as the new GMC Acadia but is longer. The current Traverse is showing its age: It has outdated controls and thirst for fuel, with 16 mpg overall. The Acadia we tested impressed, with a quiet interior; steady, composed ride; and responsive handling. The 3.6-liter V6 supplies ample power. The infotainment system is comprehensive and intuitive. Like the Acadia, the new Traverse will have a rear-seat minder to ensure that no infants are left behind. Maximum seating capacity is eight, but most versions will be seven-passenger configurations with second-row captain chairs. The new Traverse (shown above) goes on sale in the summer.

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $30,995-$43,935
Body Style: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (281 hp); 3.6-liter V6 (288 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Traverse 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 78
Height (in.) 70
Wheelbase (in.) 119
Weight (lb.) 4,975
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,405
Cargo Volume, cu.ft. 48.5
Towing Capacity (lb.) 5,200
Fuel
Regular
CR overall mpg 16

Chevrolet Trax

THIS BITE-SIZED CROSSOVER, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At $26,000, our Trax LT AWD test car cost as much as larger, more substantial SUVs such as the Subaru Forester.

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Opt.

Base Price: $21,000-$27,600
Body Style: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 1.4-liter 4 turbo (138 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Trax 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,255
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25

Chevrolet Volt

GM'S SECOND-GENERATION ELECTRIC car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility is still limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features. First-year reliability of the redesign has been well below average.

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Base Price: $33,220-$37,570
Body Style: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.5-liter 4 electric (149 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	Chevrolet Volt 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 3,520
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 750
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 105

Chrysler 300

CHRYSLER'S ROOMY AND luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear. Reliability has improved to average.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83-84
Crash Prevention	Opt.

Base Price: $31,395-$43,695
Body Style: sedan
Trim Lines: C, C Platinum, Limited, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Chrysler 300 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 120
Weight (lb.) 4,095
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 20-22

Chrysler Pacifica

THE PACIFICA IS much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6, paired with a nine-speed automatic transmission, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with a claimed electric range of 30 miles. The latest version of the UConnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Base Price: $28,595-$44,995
Body Style: minivan
Trim Lines: Hybrid Platinum, Hybrid Premium, Limited, LX, Touring, Touring L, Touring L Plus
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)
Transmissions: 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 80
Height (in.) 70
Wheelbase (in.) 122
Weight (lb.) 4,535
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,300
Cargo Volume, cu.ft. 66
Towing Capacity (lb.) 3,600
Fuel
Regular
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Chrysler Pacifica 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Dodge Challenger

THE LOOK MAY be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy, but access is awkward. Performance packages include a 485-hp, 6.4-liter V8 and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-traffic alert, and forward-collision warning. Reliability has been below average. New for 2017 is an all-wheel-drive GT version with a V6 engine.

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Base Price: $26,995-$58,295
Body Style: coupe
Trim Lines: GT, R/T, R/T Plus, SRT, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6L V6 (305 hp); 5.7L V8 (375 hp); 6.2L V8 supercharged (707 hp); 6.4L V8 (485 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 76
Height (in.) 57
Wheelbase (in.) 116
Weight (lb.) 4,190
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 20

Reliability History

TROUBLE SPOTS	Dodge Challenger 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Dodge Charger

LIKE ITS COUSIN, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional. Reliability has remained well below average.

Overall Score	60-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Base Price: $27,995-$63,995
Body Style: sedan
Trim Lines: R/T, SE, SRT, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 120
Weight (lb.) 4,335
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 20-22

Reliability History

TROUBLE SPOTS	Dodge Charger 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Dodge Durango

SPACIOUS, QUIET, AND comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility is a downside, but a rearview camera is standard on all but the lowest trim lines. Reliability has dropped to below average.

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Base Price: $29,995-$45,090
Body Style: 4-door SUV
Trim Lines: Citadel, GT, R/T, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.6-liter V6 (290 hp); 5.7-liter V8 (360 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 76
Height (in.) 71
Wheelbase (in.) 120
Weight (lb.) 5,105
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,200
Cargo Volume, cu.ft. 44
Towing Capacity (lb.) 6,200
Fuel
Regular
CR overall mpg 18

Reliability History

TROUBLE SPOTS	Dodge Durango 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Dodge Grand Caravan

THE DODGE GRAND Caravan continues on, as its corporate sibling Chrysler Town & Country has been replaced, complete with a new name: Pacifica. The Dodge offers a lower price, but there is no escaping the reality that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall—the worst among all minivans in our tests. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will probably be available on this minivan, already the cheapest one on the market.

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	NA

Base Price: $23,995-$32,395
Body Style: minivan extended
Trim Lines: GT, SE, SE Plus, SXT
Drive Wheels: Front
Seating: 2 front, 2 rear, 3 third
Engine: 3.6-liter V6 (283 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Dodge Grand Caravan 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 79
Height (in.) 68
Wheelbase (in.) 121
Weight (lb.) 4,685
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 61.5
Towing Capacity (lb.) 3,600
Fuel
Regular
CR overall mpg 17

Dodge Journey

ON PAPER, THE midsized Journey SUV may sound compelling, but in our tests, we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from below-average reliability and poor performance in the IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot.

Overall Score	49
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	NA

Base Price: $20,995-$33,695
Body Style: 4-door SUV
Trim Lines: Crossroad, Crossroad Plus, GT, SE, SXT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)
Transmissions: 4-speed automatic; 6-speed automatic

Reliability History

TROUBLE SPOTS	Dodge Journey 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,410
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,165
Cargo Volume, cu.ft. 37
Towing Capacity (lb.) 2,500
Fuel
Regular
CR overall mpg 16

Fiat 124

THE FIAT 124 Spider is more than a rebadged Miata—it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata has. Different suspension tuning lets the 124 corner with slightly less body lean and a more relaxed turn-in response than the Mazda's. The sportier Abarth version features tighter handling and a fittingly zesty exhaust note. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	▲▲
Road Test Score	NA
Crash Prevention	NA

Base Price: $24,995-$28,195
Body Style: convertible
Trim Lines: Abarth, Classica, Lusso
Drive Wheels: Rear
Seating: 2 front
Engine: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Fiat 124		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 160
Width (in.) 69
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,450
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 30

Fiat 500

THE 500'S ALERT handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, and the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.

Overall Score	40-52
Predicted Reliability	▼▼
Owner Satisfaction	▼
Road Test Score	52-66
Crash Prevention	NA

Base Price: $14,995-$31,800
Body Styles: 2-door hatchback; convertible
Trim Lines: Abarth, e, Lounge, Pop
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (111 hp); 1.4-liter 4 (101 hp); 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 5-speed manual

Reliability History			
TROUBLE SPOTS	Fiat 500		
	14	15	16
Engine Major	*	▲▲	*
Engine Minor	*	▲▲	*
Engine Cooling	*	▲▲	*
Transmission Major	*	▲▲	*
Transmission Minor	*	▲▲	*
Drive System	*	▼▼	*
Fuel System	*	▲▲	*
Electrical	*	▲▲	*
Climate System	*	▲▲	*
Suspension	*	!	*
Brakes	*	▲	*
Exhaust	*	▲▲	*
Paint/Trim	*	▲▲	*
Noises/Leaks	*	▲▲	*
Body Hardware	*	▲▲	*
Power Equipment	*	▲▲	*
In-Car Electronics	*	▲▲	*
USED CAR VERDICTS		▼▼	
NEW CAR PREDICTION	Much worse than average		▼▼

Facts & Figures

Exterior Dimensions
Length (in.) 140
Width (in.) 64
Height (in.) 60
Wheelbase (in.) 91
Weight (lb.) 2,415
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 750
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 28-34

Fiat 500L

THIS ITALIAN CONFECTION feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an odd driving position. No surprise, owner satisfaction is low—meaning a strong percentage of owners wish they hadn't bought this hatchback. The 500L also has one of the worst reliability records among all new cars in our recent survey. If that still isn't enough to dissuade you, it scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and has a roomy cabin. But it would take more than those virtues for this to earn a place on a smart shopper's list.

Overall Score	35
Predicted Reliability	⏬
Owner Satisfaction	🔻
Road Test Score	50
Crash Prevention	NA

Base Price: $20,995-$23,695
Body Style: 4-door hatchback
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.4-liter 4 turbo (160 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Fiat 500L 14	15	16
Engine Major	🔺	*	*
Engine Minor	⏫	*	*
Engine Cooling	⏫	*	*
Transmission Major	🔺	*	*
Transmission Minor	⏬	*	*
Drive System	❗	*	*
Fuel System	⏫	*	*
Electrical	❗	*	*
Climate System	⏫	*	*
Suspension	⏫	*	*
Brakes	❗	*	*
Exhaust	⏫	*	*
Paint/Trim	❗	*	*
Noises/Leaks	⏫	*	*
Body Hardware	🔺	*	*
Power Equipment	⏬	*	*
In-Car Electronics	⏬	*	*
USED CAR VERDICTS	⏬		
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 103
Weight (lb.) 3,330
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

Fiat 500X

WITH ITS ADORABLE styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair and a number of available features, such as automatic emergency braking, blind-spot monitoring, and heated seats.

Overall Score	42
Predicted Reliability	⏬
Owner Satisfaction	🔺
Road Test Score	50
Crash Prevention	Opt.

Base Price: $19,995-$27,035
Body Style: 4-door SUV
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Fiat 500X 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 101
Weight (lb.) 3,280
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 1,080
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 23

Ford C-MAX

BASED ON THE compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's new Sync 3 infotainment system is standard. Reliability has been average.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $24,170-$31,770
Body Style: wagon
Trim Lines: Energi, Hybrid SE, Hybrid SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 electric (188 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Ford C-MAX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 64
Wheelbase (in.) 104
Weight (lb.) 3,615
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 28
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 37-47

Ford Edge

VASTLY IMPROVED, THE second-generation Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot monitoring, rear cross-traffic alert, and front and rear cameras.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Base Price: $28,950-$40,900
Body Style: 4-door SUV
Trim Lines: SE, SEL, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Edge 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 76
Height (in.) 69
Wheelbase (in.) 112
Weight (lb.) 4,205
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. 39
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 21

WORSE — BETTER

Ford Escape

FOR 2017 THE Ford Escape received a few updates, including new 1.5- and 2.0-liter turbocharged engines with start/stop capability and advanced safety features such as forward-collision warning. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard, replacing the old MyFord Touch infotainment system. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Reliability has improved to average.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Base Price: $23,600-$30,800
Body Style: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 178
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,695
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 23

Reliability History

TROUBLE SPOTS	Ford Escape 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ford Expedition

THIS IMPOSING SUV'S 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating that includes legitimate third-row seating for adults. And that's where the good news ends. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. Thankfully, however, Sync 3 replaced the much-maligned MyFord Touch infotainment system. Reliability is now much above average. A redesign arrives in the fall.

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	NA

Base Price: $41,700-$68,996
Body Styles: 4-door SUV; extended SUV
Trim Lines: King Ranch, King Ranch EL, Limited, Limited EL, Platinum, XLT, XLT EL
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engine: 3.5-liter V6 turbo (365 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 221
Width (in.) 79
Height (in.) 79
Wheelbase (in.) 131
Weight (lb.) 6,265
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,440
Cargo Volume, cu.ft. 71
Towing Capacity (lb.) 9,100
Fuel
Regular
CR overall mpg 14

Reliability History

TROUBLE SPOTS	Ford Expedition 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Ford Explorer

THOUGH IT IS roomy and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. Ford's three-row SUV offers a slew of optional safety systems, as well as a more fuel-efficient 2.3-liter turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive onscreen touch-sensitive buttons and controls.

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $31,160-$53,235
Body Style: 4-door SUV
Trim Lines: Base, Limited, Platinum, Sport, XLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.3-liter 4 turbo (280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 113
Weight (lb.) 4,780
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,280
Cargo Volume, cu.ft. 42
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 18

Reliability History

TROUBLE SPOTS	Ford Explorer 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Ford F-150

FORD'S BIG-SELLING PICKUP truck has an all-aluminum body, which saves about 700 pounds over steel. Engine choices include a 3.5-liter V6, 2.7- and 3.5-liter turbo V6s, and a 5.0-liter V8. For 2017 the 3.5-liter turbo gets a 10-speed automatic and the others use a six-speed automatic. We tested the 2.7- and 3.5-liter turbo engines, and each delivered abundant power. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The cabin is very quiet, but the ride is jittery and handling is rather ponderous. Safety offerings include forward-collision warning and blind-spot monitoring. Other notable features include a 360-degree-view camera and integrated loading ramps. Reliability has dropped to below average.

Overall Score	64-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Base Price: $26,540-$63,025
Body Styles: crew cab; extended cab; regular cab
Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7L V6 turbo (325 hp); 3.5L V6 (282 hp); 3.5L V6 turbo (375 hp, 425 hp); 5.0L V8 (385 hp)
Trans: 6-spd auto; 10-spd auto

Facts & Figures

Exterior Dimensions
Length (in.) 232
Width (in.) 80
Height (in.) 77
Wheelbase (in.) 145
Weight (lb.) 5,025
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,925
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,700
Fuel
Regular
CR overall mpg 16-17

Reliability History

TROUBLE SPOTS	Ford F-150 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

WORSE — BETTER

Ford Fiesta

THIS SUBCOMPACT HAS agile handling that makes it fun to drive, as well as a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. Other choices are a 1.0-liter three-cylinder turbo and the sporty Fiesta ST that is truly a treat to drive if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.

Overall Score	46-52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64-74
Crash Prevention	NA

Base Price: $14,580-$21,460
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, ST, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed sequential

Reliability History

TROUBLE SPOTS	Ford Fiesta 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 68
Height (in.) 58
Wheelbase (in.) 98
Weight (lb.) 2,665
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29-35

Ford Flex

THE BOXY FLEX combines SUV-like versatility with almost carlike driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Base Price: $29,710-$42,710
Body Style: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Flex 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 80
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,820
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 4,500
Fuel
Regular
CR overall mpg 18

Ford Focus

AVAILABLE AS A sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall as the 2.0-liter. A rearview camera is now standard. Ford has replaced the problematic MyFord Touch infotainment system with the superior Sync 3 system. The sporty ST version is quick and fun, and sounds thrilling, and the new high-performance AWD RS comes with a 350-hp, turbo four-cylinder.

Overall Score	45-51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62-74
Crash Prevention	NA

Base Price: $16,775-$36,120
Body Styles: 4-door hatch; sedan
Trim Lines: Electric, RS, S, SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (143 hp); 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp); 2.0-liter 4 turbo (252 hp, 350 hp)
Trans: 6-spd auto; 5-spd man; 6-spd man; 6-spd seq; 1-spd direct

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 104
Weight (lb.) 2,990
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 26-107

Reliability History

TROUBLE SPOTS	Ford Focus 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Ford Fusion

THE FUSION IS a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than $40,000. The Hybrid and Energi plug-in hybrid receive more-efficient electric motors for 2017. A new rotary shift dial and Ford's new and improved Sync 3 infotainment system highlight the updates to the interior.

Overall Score	75-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-81
Crash Prevention	Opt.

Base Price: $22,610-$41,120
Body Style: sedan
Trim Lines: Energi (Titanium, Platinum) Hybrid (S, SE, Titanium, Platinum), S, SE, SE Luxury, Platinum, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5L 4 turbo (181 hp); 2.0L 4 hybrid (188 hp); 2.0L 4 turbo (245 hp); 2.5L 4 (175 hp); 2.7L V6 turbo (325 hp)
Trans: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,505
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 22-39

Reliability History

TROUBLE SPOTS	Ford Fusion 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Ford Mustang

THE MUSTANG IS stylish and enjoyable to drive, thanks to its agility and planted ride control. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8, which best suits the car. We found the slick six-speed manual to be particularly satisfying, and the automatic works well. The front seats are comfortable, but the rear is very cramped. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Safety gear includes blind-spot warning and rear cross-traffic alert. Ford has replaced the old infotainment system with the better Sync 3 system, and a high-performance GT 350 trim has joined the lineup. Reliability has been below average.

Overall Score	58-62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-84
Crash Prevention	Opt.

Base Price: $24,915-$54,570
Body Styles: 2-door hatchback; convertible
Trim Lines: Base, GT, GT 350, GT 350R, GT Premium, Premium
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.3-liter 4 turbo (310 hp); 3.7-liter V6 (300 hp); 5.0-liter V8 (435 hp); 5.2-liter V8 (526 hp)
Trans: 6-spd auto; 6-spd man

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 75
Height (in.) 54
Wheelbase (in.) 107
Weight (lb.) 3,845
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 670
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 19-25

Reliability History

TROUBLE SPOTS	Ford Mustang 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Much worse than average			

Ford Taurus

PUTTING STYLING AHEAD of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rearview camera is standard. Ford has replaced the MyFord Touch infotainment system with the new Sync 3 system, which is superior. Reliability has been average, but it scored too low to recommend.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Base Price: $26,600-$39,200
Body Style: sedan
Trim Lines: Limited, SE, SEL, SHO
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 76
Height (in.) 61
Wheelbase (in.) 113
Weight (lb.) 4,090
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 20
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Ford Taurus 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Ford Transit Connect

THIS DERIVATIVE OF the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would be more frugal.

Overall Score	68
Predicted Reliability	!
Owner Satisfaction	⌄
Road Test Score	76
Crash Prevention	NA

Base Price: $22,000-$29,185
Body Styles: van; wagon
Trim Lines: Titanium, XL, XLT
Drive Wheels: Front
Seating: 2 front, 3 rear, 2 third
Engines: 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Transit Connect 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 72
Height (in.) 72
Wheelbase (in.) 121
Weight (lb.) 3,580
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,270
Cargo Volume, cu.ft. 61
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 21

GMC Acadia

THE NEW ACADIA is shorter and 500 pounds lighter than the old model. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still sound 2.5-liter four-cylinder is standard. This family-friendly three-row SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sunroof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, pedestrian detection, and blind-spot monitoring.

Overall Score	76
Predicted Reliability	!
Owner Satisfaction	⌃
Road Test Score	83
Crash Prevention	Opt.

Base Price: $29,070-$46,920
Body Style: 4-door SUV
Trim Lines: All Terrain, Denali, SL, SLE, SLT
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear, 2 third
Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	GMC Acadia 14	15	16
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃	⌃⌃	⌃⌃
Drive System	⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃⌃
Climate System	⌃⌃	⌃⌃	⌃⌃
Suspension	⌃	⌃	⌃⌃
Brakes	⌄⌄	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌄	⌃⌃	⌃⌃
Noises/Leaks	!	⌃	⌃⌃
Body Hardware	!	⌃⌃	⌃⌃
Power Equipment	!	⌃⌃	⌃
In-Car Electronics	!	!	⌄
USED CAR VERDICTS	⌄⌄	⌃	⌄
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 75
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,395
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,585
Cargo Volume, cu.ft. 40.5
Towing Capacity (lb.) 4,000
Fuel
Regular
CR overall mpg 19

GMC Canyon

GM'S SMALL PICKUPS, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. In our tests the V6 version got 18 mpg overall, and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings; a backup camera is standard. New for 2017 are an eight-speed automatic and more horsepower to the V6. Reliability has been below average.

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Base Price: $20,940-$46,850
Body Styles: crew cab; extended cab
Trim Lines: Base, Denali, SLE, SLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	GMC Canyon 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 212
Width (in.) 74
Height (in.) 79
Wheelbase (in.) 128
Weight (lb.) 4,500
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,555
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Regular or diesel
CR overall mpg 18-24

GMC Sierra 1500

THE SIERRA AND similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay are available. Reliability has been below average.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $26,605-$53,760
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	GMC Sierra 1500 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 230
Width (in.) 80
Height (in.) 74
Wheelbase (in.) 144
Weight (lb.) 5,415
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,705
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 11,200
Fuel
Regular
CR overall mpg 16

GMC Terrain

THE NEXT-GENERATION TERRAIN and its twin, the Chevrolet Equinox, bring tidier dimensions, in line with the small SUV segment. The new Terrain packs the latest infotainment and safety technology, and two four-cylinder turbocharged engines. The base engine is a 170-hp 1.5-liter, and the uplevel choice is a 252-hp 2.0-liter. Both are mated to a nine-speed automatic. A diesel engine, paired to a six-speed automatic, will also be available. GMC's IntelliLink infotainment system will be offered in 7- and 8-inch forms, each with Android Auto and Apple CarPlay compatibility. For active safety, forward-collision warning and low-speed automatic emergency braking, lane-keep assist with lane-departure warning, and blind-spot warning will be offered. The 2018 Terrain goes on sale this summer.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $24,000-$37,000E
Body Style: 4-door SUV
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (136 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Reliability History

TROUBLE SPOTS	GMC Terrain 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 107
Weight (lb.) 3,645
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 3,500
Fuel
Regular or diesel
EPA combined mpg 26

GMC Yukon

THIS MORE LUXURIOUS version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot monitoring, and lane-keep assist are optional. Reliability has been well below average.

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $47,330-$66,675
Body Style: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	GMC Yukon 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,635
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,580
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 8,200
Fuel
Regular
CR overall mpg 16

WORSE — BETTER

GMC Yukon XL

THIS TRUCK-BASED SUV is a twin of the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that you have to opt for the expensive Denali version to get the Magnetic Ride Control suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane-keeping assist and Apple CarPlay capability are available. Reliability has been well below average.

Overall Score	50
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $43,905-$61,110
Body Style: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	GMC Yukon XL 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000
Fuel
Regular
CR overall mpg 16

Genesis G80

PART OF THE launch of Hyundai's upscale brand is the renaming of existing models. Previously known as the Hyundai Genesis, it is now called the G80. For about $10,000 less than competing midsized luxury sedans, the G80 delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Most versions come with automatic emergency braking and blind-spot monitoring.

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Base Price: $41,400-$54,550
Body Style: sedan
Trim Lines: 3.8, 5.0
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Genesis G80 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 119
Weight (lb.) 4,530
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 20

Genesis G90

HYUNDAI'S FLAGSHIP SEDAN is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6—which is the better choice of the two engines. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of its rear-wheel-drive predecessor, the Equus. The spacious cabin is bathed in soft-touch materials and decked out with wood and chrome trim, but it comes up short on wow factor. The ride is cushy and cosseting; the cabin is super-quiet. Handling is responsive, although not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. It has mas-saging seats, and controls in the rear armrest manage audio and climate settings. A complete suite of advanced safety features is standard.

Overall Score	81
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	89
Crash Prevention	Std./▲

Base Price: $68,100-$72,200
Body Style: sedan
Trim Lines: Premium, Ultimate
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 124
Weight (lb.) 4,820
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 18

Reliability History

TROUBLE SPOTS	Genesis G90 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Honda Accord

THE ACCORD IS one of the better midsized sedans. It is well-equipped and competitively priced, and it performs well. It handles responsively, though the ride can be a bit choppy. It has a roomy and well-finished interior. The four-cylinder gets 30 mpg overall with its unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a decent 26 mpg overall. But the infotainment system on EX and above versions is unintuitive. Standard automatic climate control is a nice feature, but the LX lacks a power seat. The new Accord Hybrid has an EPA rating of 48 mog com-bined. The previous-generation one operated smoothly, but sacrificed a lot of trunk space. Reliability has been above average.

Overall Score	81-82
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	84-85
Crash Prevention	Opt.

Base Price: $22,455-$35,955
Body Styles: coupe; sedan
Trim Lines: EX, EX-L, Hybrid, LX, LX-S, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (212 hp); 2.4-liter 4 (185 hp); 2.4-liter 4 (189 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed automatic; 6-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,245
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 26-30

Reliability History

TROUBLE SPOTS	Honda Accord 14	15	16
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲
USED CAR VERDICTS	▲	▲	!
NEW CAR PREDICTION	Better than average		▲

Honda CR-V

THE REDESIGNED CR-V gains features, space, and optional turbo power. The base model is fitted with a carryover 184-hp, 2.4-liter four-cylinder engine. Upper trims sport a 190-hp, 1.5-liter turbo. A continuously variable transmission is standard and works well with both engines. Handling is more nimble and sure-footed, and the ride is steady and compliant. Road noise has been suppressed, resulting is a quieter cabin. The interior is very comfortable and roomy, particularly the rear seat, and more upscale. Controls have been improved. An available 7-inch touch-screen infotainment system offers Android Auto and Apple CarPlay compatibility and Garmin navigation. Available safety gear includes automatic emergency braking and blind-spot warning.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $24,045-$33,695
Body Style: 4-door SUV
Trim Lines: EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (190 hp); 2.4-liter 4 (184 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Honda CR-V 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 73
Height (in.) 67
Wheelbase (in.) 105
Weight (lb.) 3,420
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 1,500
Fuel
Regular
EPA combined mpg 27

Honda Civic

THE CIVIC IS substantial, refined, and capable. The 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, and the turbo brings more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive—the only way to avoid it is to get the base LX. Forward-collision warning is available. A four-door hatchback version is new. First-year reliability of the redesign has been well below average.

Overall Score	57-58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-76
Crash Prevention	Opt.

Base Price: $18,740-$28,300
Body Styles: 4-door hatchback; coupe; sedan
Trim Lines: EX, EX-L, EX-T, LX, LX-P, Sport, Sport Touring, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5L 4 turbo (174 hp); 1.5L 4 turbo (180 hp); 2.0L 4 (158 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Honda Civic 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 2,745
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31-32

Honda Fit

THE HONDA FIT subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi configurable seating, the Fit delivers versatility similar to a that of small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. Reliability has been average.

Overall Score	66
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	67
Crash Prevention	NA

Base Price: $16,090-$21,365
Body Style: 4-door hatchback
Trim Lines: EX, EX-L, LX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.5-liter 4 (130 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Honda Fit 14	15	16
Engine Major	*	^^	^^
Engine Minor	*	^^	^^
Engine Cooling	*	^^	^^
Transmission Major	*	^^	^^
Transmission Minor	*	^^	^^
Drive System	*	^^	^^
Fuel System	*	^^	^^
Electrical	*	^^	^^
Climate System	*	^^	^^
Suspension	*	^^	^^
Brakes	*	^^	^^
Exhaust	*	^^	^^
Paint/Trim	*	!	^^
Noises/Leaks	*	^	^^
Body Hardware	*	!	^
Power Equipment	*	^	^
In-Car Electronics	*	!	^
USED CAR VERDICTS		!	^
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 160
Width (in.) 67
Height (in.) 60
Wheelbase (in.) 99
Weight (lb.) 2,625
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Honda HR-V

BASED ON THE Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rearview camera is standard. We prefer the LX trim over the EX for its simpler audio controls.

Overall Score	69
Predicted Reliability	^
Owner Satisfaction	!
Road Test Score	66
Crash Prevention	NA

Base Price: $19,465-$26,240
Body Style: 4-door SUV
Trim Lines: EX, EX-L, LX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Honda HR-V 14	15	16
Engine Major			^^
Engine Minor			^^
Engine Cooling			^^
Transmission Major			^^
Transmission Minor			^^
Drive System			^^
Fuel System			^^
Electrical			^^
Climate System			^^
Suspension			^^
Brakes			^^
Exhaust			^^
Paint/Trim			^
Noises/Leaks			^
Body Hardware			^^
Power Equipment			^^
In-Car Electronics			^
USED CAR VERDICTS			^
NEW CAR PREDICTION	Better than average		^

Facts & Figures

Exterior Dimensions
Length (in.) 169
Width (in.) 70
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,045
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29

Honda Odyssey

THE ALL-NEW FIFTH-GENERATION Odyssey goes on sale in June, and packs a more powerful engine, two new transmission options, a sliding second-row seat, and a host of other interior technologies intended to keep the entire family happy. The 3.5-liter V6 puts out 280 hp, and it is teamed with a nine-speed gearbox in lower trims and a 10-speed transmission on top-tier models. The lighter, more rigid Odyssey will be front-drive only. Honda says the new rear suspension design not only improves both handling and ride comfort, but it also benefits cargo space. A hands-free, foot-activated power tailgate is available. A new 8-inch infotainment touch screen replaces the previous Odyssey's complicated dual-screen system.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $29,500-$45,000E
Body Style: minivan
Trim Lines: EX, EX-L, LX, SE, Touring, Touring Elite
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engine: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic; 10-speed automatic

Reliability History

TROUBLE SPOTS	Honda Odyssey 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 79
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,530
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 3,500
Fuel
Regular
EPA combined mpg . . . . . NA

Honda Pilot

THE PILOT IS quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $30,595-$47,070
Body Style: 4-door SUV
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engine: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Reliability History

TROUBLE SPOTS	Honda Pilot 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 111
Weight (lb.) 4,280
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 48
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Honda Ridgeline

HONDA'S SMART PICKUP is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the unit-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.

Overall Score	76
Predicted Reliability	!
Owner Satisfaction	⌃⌃
Road Test Score	80
Crash Prevention	Opt.

Base Price: $29,475-$42,970
Body Style: crew cab
Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 3.5-liter V6 (280 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Honda Ridgeline 14	15	16
Engine Major	⌃⌃		
Engine Minor	⌃⌃		
Engine Cooling	⌃⌃		
Transmission Major	⌃⌃		
Transmission Minor	⌃⌃		
Drive System	⌃⌃		
Fuel System	⌃⌃		
Electrical	⌃⌃		
Climate System	⌃⌃		
Suspension	!		
Brakes	⌃⌃		
Exhaust	⌃⌃		
Paint/Trim	⌃		
Noises/Leaks	!		
Body Hardware	!		
Power Equipment	⌃⌃		
In-Car Electronics	⌃		
USED CAR VERDICTS	⌃⌃		
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 210
Width (in.) 79
Height (in.) 71
Wheelbase (in.) 125
Weight (lb.) 4,415
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,325
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Hyundai Accent

THE ENTRY-LEVEL ACCENT subcompact is available as a basic yet sensible sedan or hatchback. With the smooth and responsive automatic, the sedan attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. That isn't such great fuel economy, considering the new larger, more substantial Elantra gets 33 mpg overall. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. The controls are straightforward. Reliability has been above average, but we cannot recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.

Overall Score	61
Predicted Reliability	⌃
Owner Satisfaction	⌄
Road Test Score	65
Crash Prevention	NA

Base Price: $14,745-$17,495
Body Styles: 4-door hatchback; sedan
Trim Lines: SE, Sport, Value Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (137 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Hyundai Accent 14	15	16
Engine Major	⌃⌃	*	*
Engine Minor	⌃⌃	*	*
Engine Cooling	⌃⌃	*	*
Transmission Major	⌃⌃	*	*
Transmission Minor	⌃⌃	*	*
Drive System	⌃⌃	*	*
Fuel System	⌃⌃	*	*
Electrical	!	*	*
Climate System	⌃⌃	*	*
Suspension	⌃⌃	*	*
Brakes	⌃⌃	*	*
Exhaust	⌃⌃	*	*
Paint/Trim	⌃⌃	*	*
Noises/Leaks	⌄	*	*
Body Hardware	⌃⌃	*	*
Power Equipment	⌄	*	*
In-Car Electronics	⌃⌃	*	*
USED CAR VERDICTS	⌃		
NEW CAR PREDICTION	Better than average ⌃		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 67
Height (in.) 57
Wheelbase (in.) 101
Weight (lb.) 2,550
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Hyundai Elantra

THE REDESIGNED 2017 Elantra is relatively roomy, is sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a $3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features and a Sport version with a 1.6-liter turbo four-cylinder are available.

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	66
Crash Prevention	Opt.

Base Price: $17,150-$22,350
Body Styles: 4-door hatchback; sedan
Trim Lines: Eco, GT, Limited, SE, Sport, Value Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (128 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,865
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Reliability History

TROUBLE SPOTS	Hyundai Elantra 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Hyundai Ioniq

ANGLING TO TAKE on Toyota's widely sold Prius, Hyundai is rolling out a compact hatchback hybrid that is available in three flavors. First to arrive is the regular hybrid. A plug-in hybrid version, with the ability to go short distances on just electric power, then act as a hybrid after the charge is used up, will follow. The hybrid drivetrain consists of a 1.6-liter, four-cylinder gasoline engine and electric drive, with a total output of 139 hp. Unlike most hybrids, which use a continuously variable transmission, the Ioniq employs a six-speed automated manual transmission, which operates unobtrusively and makes the car feel familiar and conventional. The third version will be a fully electric vehicle, with a 28-kWh battery and a claimed range of 110 miles.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $22,300-$32,500
Body Style: 4-door hatchback
Trim Lines: Blue, Electric, Limited, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,170
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 27
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or electric
EPA combined mpg 55

Reliability History

TROUBLE SPOTS	Hyundai Ioniq 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Santa Fe

THE FRESHENED 2017 Santa Fe is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones.

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Opt.

Base Price: $30,800-$41,150
Body Style: 4-door SUV
Trim Lines: Limited, Ltd Ultimate, SE, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engine: 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Hyundai Santa Fe 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 74
Height (in.) 67
Wheelbase (in.) 110
Weight (lb.) 4,210
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,295
Cargo Volume, cu.ft. 40.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Hyundai Santa Fe Sport

HYUNDAI'S FIVE-PASSENGER MIDSIZED SUV received a number of updates with its 2017 freshening, including a standard rearview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. It also improved from Marginal to Good in the IIHS small-overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter four-cylinder mated to a smooth six-speed automatic. We got a decent 23 mpg overall with this drivetrain. A more powerful 2.0-liter turbo four-cylinder is also available. Handling is sound and secure but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so. Reliability has been above average.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Base Price: $25,350-$38,250
Body Style: 4-door SUV
Trim Lines: 2.0T, 2.0T Ultimate, Base
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (264 hp); 2.4-liter 4 (190 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Hyundai Santa Fe Sport 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,760
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 930
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 23

Hyundai Sonata

THIS COMPETITIVE BUT ho-hum sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a stronger 2.0-liter turbo four-cylinder is optional. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. We found the controls to be easy to use, and the rear seat is one of the roomiest in the class. Safety features include forward-collision warning with automatic emergency braking and blind-spot detection. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests and makes for a very pleasant sedan.

Overall Score	73-75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Base Price: $21,600-$34,350
Body Style: sedan
Trim Lines: Eco, Limited, SE, Sport, Sport 2.0T
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6L 4 turbo (178 hp); 2.0L 4 hybrid (193 hp); 2.0L 4 electric (202 hp); 2.0L 4 turbo (245 hp); 2.4L 4 (185 hp)
Trans: 6-spd auto; 7-spd seq

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 110
Weight (lb.) 3,315
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28-39

Reliability History

TROUBLE SPOTS	Hyundai Sonata 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Hyundai Tucson

THE TUCSON IS one of the better small SUVs, although neither of its powertrains is ideal. The base SE version gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speeds, such as in parking maneuvers. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are easy to use. Advanced safety features, including automatic emergency braking and blind-spot monitoring, are optional.

Overall Score	73-75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-79
Crash Prevention	Opt.

Base Price: $22,700-$31,175
Body Style: 4-door SUV
Trim Lines: Eco, Limited, SE, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 3,475
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 970
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 24-26

Reliability History

TROUBLE SPOTS	Hyundai Tucson 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Hyundai Veloster

THE SPORTY VELOSTER hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automated manual transmission. Handling is responsive and secure. Though the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best.

Overall Score	63
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	67
Crash Prevention	NA

Base Price: $18,100-$23,800
Body Style: 3-door hatchback
Trim Lines: Base, Turbo, Turbo R-Spec, Value Edition
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 (132 hp); 1.6-liter 4 (138 hp); 1.6-liter 4 turbo (201 hp)
Transmissions: 6-speed manual; 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 166
Width (in.) 71
Height (in.) 55
Wheelbase (in.) 104
Weight (lb.) 2,765
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Reliability History

TROUBLE SPOTS	Hyundai Veloster 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Infiniti Q50

AFTER A RECENT freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 at the price that most competitors charge for a turbocharged four-cylinder. This powertrain makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin is relatively roomy, and the rear seat is hospitable, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. Reliability has been below average, and owner satisfaction is low in our survey. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.

Overall Score	71
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	85
Crash Prevention	Opt.

Base Price: $33,950-$49,950
Body Style: sedan
Trim Lines: 2.0t, 2.0t Premium, 2.0t Sport, 3.0t Premium, 3.0t Sport, Hybrid Premium, Red Sport 400
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0L 4 turbo (208 hp); 3.0L V6 turbo (300 hp); 3.0L V6 turbo (400 hp); 3.5L V6 hybrid (360 hp)
Transmission: 7-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,875
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Infiniti Q50 14	15	16
Engine Major	↑	↑	*
Engine Minor	↑	↑	*
Engine Cooling	↑	↑	*
Transmission Major	↑	↑	*
Transmission Minor	↑	↑	*
Drive System	↑	↑	*
Fuel System	↑	↑	*
Electrical	↑	↑	*
Climate System	↑	↑	*
Suspension	↓	↑	*
Brakes	!	!	*
Exhaust	↑	↑	*
Paint/Trim	↑	↑	*
Noises/Leaks	↑	!	*
Body Hardware	↑	↑	*
Power Equipment	↑	↑	*
In-Car Electronics	↓	↓	*
USED CAR VERDICTS	!	↓	
NEW CAR PREDICTION	Worse than average		↓

WORSE — BETTER

Infiniti Q60

A COUPE VERSION of the updated 2016 Q50, the new Q60 gets the same slick and punchy 300-hp, 3.0-liter V6 twin turbo. In fact, that engine is so good that the 400-hp version is almost an extravagance. A weaker 208-hp, 2.0-liter four-cylinder turbo engine is also available. All-wheel drive is optional. Engine and transmission responses can be customized with a new Drive Mode Selector to fit personal preferences, from high performance to cruising comfort. The Q50 is now a competitive sports sedan, and the coupe adds more style at the expense of four-door practicality. The infotainment-system touch screen and a few other controls are annoyingly complicated.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $38,950-$53,300
Body Style: coupe
Trim Lines: Base, Premium, Red Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
Transmission: 7-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 73
Height (in.) 55
Wheelbase (in.) 112
Weight (lb.) 3,940
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 9
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 22

Reliability History

TROUBLE SPOTS	Infiniti Q60 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Infiniti Q70

ALTHOUGH LONG IN the tooth, the Q70 is still competitive, with a lively 330-hp V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well but trails the competition in terms of plushness. The Q70 is also behind the competition in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizazz, but it generally commands significantly lower prices than its competitors.

Overall Score	83-88
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83-90
Crash Prevention	Opt.

Base Price: $49,850-$67,050
Body Style: sedan
Trim Lines: 3.7, 5.6, Hybrid, L
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (360 hp); 3.7-liter V6 (330 hp); 5.6-liter V8 (420 hp)
Transmission: 7-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 114
Weight (lb.) 3,895
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21-25

Reliability History

TROUBLE SPOTS	Infiniti Q70 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Infiniti QX30

INFINITI'S SHORTCUT INTO the small-luxury-SUV segment is the QX30, which is based on the Mercedes-Benz GLA. The Infiniti uses the GLA's 2.0-liter turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs but uses Infiniti's infotainment screen. The rear seat is cramped, and visibility is wanting. Available safety features include automatic emergency braking and blind-spot warning. Front-drive versions are priced in the low $30,000s, and typical all-wheel-drive versions surpass $40,000.

Overall Score	65
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	71
Crash Prevention	Opt.

Base Price: $29,950-$38,500
Body Style: 4-door SUV
Trim Lines: Base, Luxury, Premium, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 turbo (208 hp)
Transmission: 7-speed sequential

Reliability History

TROUBLE SPOTS	Infiniti QX30 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,540
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 21.5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25

Infiniti QX50

INFINITI'S QX50 DATES back to 2008, when it was known as the EX. The current model has a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg room. But underneath it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much at the time for its quickness, agility, and composed ride. Carrying over are the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Up-to-date safety features include forward-collision warning, blind-spot monitoring, and lane-keeping assist. A redesigned QX50 is in the offing.

Overall Score	NA
Predicted Reliability	^^
Owner Satisfaction	v
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $35,850
Body Style: 4-door SUV
Trim Lines: Base
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engine: 3.7-liter V6 (325 hp)
Transmission: 7-speed automatic

Reliability History

TROUBLE SPOTS	Infiniti QX50 14	15	16
Engine Major	*	*	^^
Engine Minor	*	*	^^
Engine Cooling	*	*	^^
Transmission Major	*	*	^^
Transmission Minor	*	*	^^
Drive System	*	*	^^
Fuel System	*	*	^^
Electrical	*	*	^^
Climate System	*	*	^^
Suspension	*	*	^^
Brakes	*	*	^^
Exhaust	*	*	^^
Paint/Trim	*	*	v
Noises/Leaks	*	*	^^
Body Hardware	*	*	^^
Power Equipment	*	*	^^
In-Car Electronics	*	*	^^
USED CAR VERDICTS			^^
NEW CAR PREDICTION	Much better than average		^^

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 113
Weight (lb.) 4,015
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

WORSE — BETTER

Infiniti QX60

THE MIDSIZED QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Our tested 265-hp, 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and seating posture. The 2017 model has been freshened, with 30 more hp added to its V6 and towing capacity raised to 5,000 pounds. Reliability has been below average. Of note is also the QX60's low owner-satisfaction score.

Overall Score	65
Predicted Reliability	⌄
Owner Satisfaction	⌄
Road Test Score	79
Crash Prevention	Opt.

Base Price: $43,100-$53,450
Body Style: 4-door SUV
Trim Lines: Base, Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 hybrid (250 hp); 3.5-liter V6 (295 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Infiniti QX60 14	15	16
Engine Major	⌃⌃	⌃⌃	*
Engine Minor	⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	*
Transmission Major	⌄	⌃	*
Transmission Minor	⌄	⌃⌃	*
Drive System	⌄	⌃⌃	*
Fuel System	⌃⌃	⌃⌃	*
Electrical	⌃⌃	⌃⌃	*
Climate System	⌃⌃	⌃⌃	*
Suspension	⌃	⌃⌃	*
Brakes	–	⌃⌃	*
Exhaust	⌃⌃	⌃⌃	*
Paint/Trim	⌄⌄	⌄⌄	*
Noises/Leaks	⌄⌄	⌄	*
Body Hardware	⌄⌄	⌃	*
Power Equipment	–	⌃⌃	*
In-Car Electronics	⌄	⌃⌃	*
USED CAR VERDICTS	⌄⌄	–	
NEW CAR PREDICTION	Worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,530
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 39
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 19

Infiniti QX70

AGING BUT STILL worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes automatic emergency braking. The useful surround-view camera system gives a bird's-eye view while parking.

Overall Score	60
Predicted Reliability	⌄
Owner Satisfaction	⌄
Road Test Score	72
Crash Prevention	Opt.

Base Price: $45,850-$56,950
Body Style: 4-door SUV
Trim Lines: Base, Limited, Premium
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engine: 3.7-liter V6 (325 hp)
Transmission: 7-speed automatic

Reliability History

TROUBLE SPOTS	Infiniti QX70 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 76
Height (in.) 66
Wheelbase (in.) 114
Weight (lb.) 4,225
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 2,000
Fuel
Premium
CR overall mpg 18

Infiniti QX80

A VERY LARGE SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic braking. The new Nissan Armada is essentially the same vehicle but costs less.

Overall Score	57
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	68
Crash Prevention	Opt.

Base Price: $63,850-$89,450
Body Style: 4-door SUV
Trim Lines: Base, Limited
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engine: 5.6-liter V8 (400 hp)
Transmission: 7-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 208
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,990
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,590
Cargo Volume, cu.ft. 49.5
Towing Capacity (lb.) 8,500
Fuel
Premium
CR overall mpg 15

Reliability History

TROUBLE SPOTS	Infiniti QX80 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ↓		

Jaguar F-Pace

JAGUAR'S FIRST SUV is based on a rear-wheel-drive platform shared with the XF and new XE. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine, and a 2.0-liter turbodiesel is the base engine. All versions come with an eight-speed automatic and all-wheel drive. The F-Pace is taut and nimble, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. Active safety features are available if you opt for the vision package. A 2.0-liter turbocharged engine is new for 2018.

Overall Score	56
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	72
Crash Prevention	Opt.

Base Price: $42,065-$63,200
Body Style: 4-door SUV
Trim Lines: Base, First Edition, Portfolio, Premium, Prestige, R Sport, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 186
Width (in.) 87
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,350
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 28.5
Towing Capacity (lb.) 5,290
Fuel
Premium or diesel
CR overall mpg 20

Reliability History

TROUBLE SPOTS	Jaguar F-Pace 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ↓		

Jaguar F-Type

JAGUAR'S TWO-SEAT F-TYPE coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Base Price: $61,400-$128,800
Body Styles: convertible; coupe
Trim Lines: Premium, R, SVR, V6, V6 S
Drive Wheels: Rear, AWD
Seating: 2 front
Engines: 3.0-liter V6 supercharged (340 hp, 380 hp); 5.0-liter V8 supercharged (550 hp, 575 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 74
Height (in.) 52
Wheelbase (in.) 103
Weight (lb.) 3,520
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 420
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 23

Reliability History

TROUBLE SPOTS	Jaguar F-Type 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jaguar XE

THE NEW XE is an athletic compact luxury sports sedan. Base models get a 180-hp, four-cylinder diesel. A more potent 340-hp, 3.0-liter supercharged V6 mated to an eight-speed automatic is the uplevel offering, with a new 2.0-liter turbo four-cylinder arriving this spring. Rear- and all-wheel-drive versions are available. Our brief experience indicates that the XE is agile and fun to drive, with a comfortable ride. But the interior ambience is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. A host of advanced active safety and driver assistance features are available. For 2018 the new S trim gets a 380-hp supercharged V6.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $37,725-$59,410
Body Style: sedan
Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 77
Height (in.) 56
Wheelbase (in.) 112
Weight (lb.) 3,350
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium or diesel
EPA combined mpg 23

Reliability History

TROUBLE SPOTS	Jaguar XE 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jaguar XF

THE XF SEDAN is one of the sportiest offerings among midsized luxury sedans. It's taut and agile yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, but may have too much of a growling note for some buyers. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are comfortable, and the trunk is large. However, interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The uplevel InControl Touch Pro system isn't much better. All models get a generous five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance. The 2018 model year brings a new 2.0-liter turbocharged four-cylinder engine.

Overall Score	61
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	83
Crash Prevention	Opt.

Base Price: $47,775-$68,025
Body Style: sedan
Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Jaguar XF 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		▼

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 78
Height (in.) 58
Wheelbase (in.) 117
Weight (lb.) 4,175
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 19
Towing Capacity (lb.) . . . . . NR
Fuel
Premium or diesel
CR overall mpg 21

Jaguar XJ

THE CAPABLE, LUXURIOUS XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. A new infotainment system and a more generous five-year/60,000-mile warranty are recent upgrades.

Overall Score	61
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	82
Crash Prevention	NA

Base Price: $74,400-$121,000
Body Style: sedan
Trim Lines: Base, Portfolio, Supercharged, XJL Portfolio, XJL Supercharged, XJR
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp, 550 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Jaguar XJ 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		▼

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 57
Wheelbase (in.) 124
Weight (lb.) 4,200
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 19

Jeep Cherokee

THE CHEROKEE IS too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy, and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Recent updates included stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been below average.

Base Price: $23,595-$38,595
Body Style: 4-door SUV
Trim Lines: Latitude, Limited, Overland, Sport, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 4,120
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,000
Cargo Volume, cu.ft. 31
Towing Capacity (lb.) 4,500
Fuel
Regular
CR overall mpg 21-22

Overall Score	47-55
Predicted Reliability	
Owner Satisfaction	
Road Test Score	58-71
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Jeep Cherokee 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Compass

THE NEW COMPASS, which slots above the Renegade and below the Cherokee, should be better than its uncompetitive and outclassed predecessor. Power comes from a 180-hp, 2.4-liter four-cylinder—an engine we found to be somewhat unrefined and sluggish in other Jeeps. Three transmission choices are available: six-speed manual, and six- and nine-speed automatics. It has a roomy rear seat and the excellent Uconnect infotainment system. Available safety features include forward-collision warning, lane-departure warning, blind-spot monitoring, and a rearview camera. The Trailhawk will be the more robust off-road version, with rock-crawling gearing and off-road tires, and the ability to tow up to 2,000 pounds. The old Compass will be sold alongside the new one, so make sure you don't get swayed by its likely cheaper price.

Base Price: $20,995-$28,995
Body Style: 4-door SUV
Trim Lines: Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 2.4-liter 4 (180 hp)
Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 104
Weight (lb.) 3,325
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 2,000
Fuel
Regular
EPA combined mpg 25

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Jeep Compass 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Grand Cherokee

THE GRAND CHEROKEE has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.

Overall Score	58-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-84
Crash Prevention	Opt.

Base Price: $30,295-$68,390
Body Style: 4-door SUV
Trim Lines: Laredo, Limited, Overland, SRT, Summit, Trailhawk
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,900
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,050
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,200
Fuel
Regular or premium or diesel
CR overall mpg 18-24

Reliability History

TROUBLE SPOTS	Jeep Grand Cherokee 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jeep Renegade

BUILT IN ITALY, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.

Overall Score	42
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Opt.

Base Price: $17,995-$28,140
Body Style: 4-door SUV
Trim Lines: Altitude, Deserthawk, Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,360
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 985
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 24

Reliability History

TROUBLE SPOTS	Jeep Renegade 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jeep Wrangler

AS AN EVERYDAY vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are Poor, and the small-overlap Marginal. But small-overlap and offset-frontal results for the four-door are Good. Reliability has been below average. A redesigned Wrangler is on the way.

Overall Score	28
Predicted Reliability	
Owner Satisfaction	
Road Test Score	20
Crash Prevention	NA

Base Price: $23,995-$42,245
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Rubicon Hard Rock, Sahara, Sport, Sport S, Unlimited Rubicon, Unlimited Sahara, Unlimited Sport, Willys Wheeler, Willys Wheeler W
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engine: 3.6-liter V6 (285 hp)
Trans: 5-spd auto; 6-spd man

Reliability History

TROUBLE SPOTS	Jeep Wrangler 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 74
Height (in.) 71
Wheelbase (in.) 116
Weight (lb.) 4,570
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 17

Kia Cadenza

ALTHOUGH THE STYLING changes are subtle, the redesigned 2017 Cadenza features an all-new body structure. The new car is based on the Kia Optima, but it is considerably larger, competing with the Toyota Avalon and Chevrolet Impala. The car is roomy and quiet, with easy-to-use controls. Ride and handling are nothing special but pleasant enough. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. Higher-end Limited versions include more soft-touch surfaces, real stitching on the dashboard, and available Nappa leather seats. Automatic emergency braking, adaptive cruise control, and lane-departure warning are available.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $31,990-$44,390
Body Style: sedan
Trim Lines: Limited, Premium, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 3.3-liter V6 (290 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Kia Cadenza 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,725
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 23

Kia Forte

KIA'S FORTE PROVIDES generous interior room and a wide assortment of amenities. Our tested base LX sedan got 33 mpg overall with the new-for-2017 2.0-liter four-cylinder and six-speed automatic, which is similar to the engine in the Hyundai Elantra. Though the ride is fairly absorbent, it tends to feel a bit too tender when encountering sharp bumps. Handling is very secure but not particularly agile. The SX hatchback uses a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats, a rearview camera, and advanced safety features. High-end versions offer leather seats, power-folding mirrors, and other upscale items.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $16,490-$23,690
Body Styles: 4-door hatchback; sedan
Trim Lines: EX, LX, S, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Reliability History

TROUBLE SPOTS	Kia Forte 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,815
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Kia K900

KIA'S FLAGSHIP IS the brand's first rear-drive model and cousin of the old Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable floating along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include forward-collision warning, blind-spot monitoring, and rear cross-traffic alert.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $49,900-$61,900
Body Styles: sedan
Trim Lines: Luxury, Premium
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Kia K900 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 120
Weight (lb.) 4,555
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 18

Kia Niro

THE NEW KIA Niro is a small, five-passenger front-wheel-drive hybrid wagon/hatchback. It uses a 1.6-liter four-cylinder engine which, in conjunction with the electric drive unit, puts out a combined 139 hp. This blend is mated to a six-speed dual-clutch transmission, and the 1.56-kWh lithium-ion battery is located under the rear seat. That allows for a flat cargo floor when the rear seats are folded. Kia claims the Niro will get 50 mpg combined in the EPA test cycle. We've observed about 43 mpg overall. A suite of advanced safety features is available, including automatic braking, smart cruise control, and blind-spot detection with rear cross-traffic alert, but that tends to push the price to above $30,000. An available infotainment system works with Android Auto and Apple CarPlay.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	^^
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $22,890-$29,650
Body Style: wagon
Trim Lines: EX, FE, LX, Touring, Touring Launch
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.6-liter 4 hybrid (139 hp)
Transmission: 6-speed sequential

Reliability History

TROUBLE SPOTS	Kia Niro 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,160
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 49

Kia Optima

KIA'S RECENTLY REDESIGNED Optima midsized sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant and unobtrusive, and returned 28 mpg overall in our testing, and the uplevel 2.0-liter turbo four packs more punch. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. At around $26,000, the EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Android Auto and Apple CarPlay. A hybrid is also available.

Overall Score	85
Predicted Reliability	^^
Owner Satisfaction	^^
Road Test Score	86
Crash Prevention	Opt.

Base Price: $22,200-$36,090
Body Style: sedan
Trim Lines: EX, Hybrid, Hybrid EX, LX, Plug-in EX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)
Trans: 6-spd auto; 7-spd seq

Reliability History

TROUBLE SPOTS	Kia Optima 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	^^
Suspension	^	^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^	^	^^
Noises/Leaks	^	^^	^^
Body Hardware	^^	^^	^^
Power Equipment	v	^	^^
In-Car Electronics	!	^	^^
USED CAR VERDICTS	^	!	^^
NEW CAR PREDICTION	Much better than average		^^

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 110
Weight (lb.) 3,300
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Kia Rio

THIS SIBLING OF the Hyundai Accent is available as a sedan or hatchback. The 138-hp, 1.6-liter four-cylinder, mated to a six-speed automatic, produces sufficient power. Fuel economy of 29 mpg overall with our hatchback and 30 mpg for the sedan is pretty unimpressive, however. The Rio's stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rearview camera, but these can push up the price steeply. Expect a redesigned Rio to arrive this spring.

Overall Score	60
Predicted Reliability	!
Owner Satisfaction	↓
Road Test Score	64
Crash Prevention	NA

Base Price: $14,165-$20,905
Body Styles: 4-door hatchback; sedan
Trim Lines: EX, LX, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.6-liter 4 (138 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Kia Rio 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 68
Height (in.) 57
Wheelbase (in.) 101
Weight (lb.) 2,575
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 30

Kia Sedona

THE SEDONA IS available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. Handling is rather ungainly but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are they removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems. A rearview camera is standard.

Overall Score	67
Predicted Reliability	!
Owner Satisfaction	↑
Road Test Score	70
Crash Prevention	Opt.

Base Price: $26,800-$41,900
Body Style: minivan
Trim Lines: EX, L, LX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engine: 3.3-liter V6 (276 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Kia Sedona 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 121
Weight (lb.) 4,595
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,325
Cargo Volume, cu.ft. 46
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

Kia Sorento

THIS SUV IS among our top-scoring midsized SUVs. The Sorento is functional and refined, and its wide price range makes it an alternative to small and midsized SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo four; and the smooth and quiet 290-hp, 3.3-liter V6. All are mated to a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus. Reliability has been above average.

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Base Price: $25,600-$45,900
Body Style: 4-door SUV
Trim Lines: EX, L, LX, SX, SX-Limited
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Kia Sorento 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 109
Weight (lb.) 4,175
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,120
Cargo Volume, cu.ft. 37.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR combined mpg 21

Kia Soul

THERE IS MORE to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26-mpg overall is not outstanding. An extensive options list includes heated seats, touchscreen navigation, and a backup camera. An electric version is available on the West Coast and in some northeastern states. Available safety gear includes forward-collision and lane-departure warning systems. With 2017 comes a more powerful 201-hp, 1.6-liter turbo engine.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $16,100-$35,950
Body Style: wagon
Trim Lines: !, Base, EV, EV-e, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (161 hp)
Transmissions: 6-spd auto; 6-spd man; 7-spd seq; 1-spd direct

Reliability History

TROUBLE SPOTS	Kia Soul 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 163
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 101
Weight (lb.) 3,055
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or electric
CR combined mpg 26

Kia Sportage

THE REDESIGNED SPORTAGE is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The new Sportage scored a Good in the IIHS small-overlap crash test.

Overall Score	76
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	78
Crash Prevention	Opt.

Base Price: $23,200-$34,200
Body Style: 4-door SUV
Trim Lines: EX, LX, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Kia Sportage 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ▲		

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 73
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,485
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 970
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR combined mpg 23

Land Rover Discovery

THIS REPLACEMENT FOR the LR4 shares a platform with the big Range Rover, not the Discovery Sport. It is designed to provide on-road civility with some off-road prowess. The company claims its third row can readily accommodate full-sized adults, and the seats flip and fold remotely for cargo-toting flexibility. All three rows can be had with heated seats. Two engine are offered: a 340-hp, 3.0-liter supercharged V6 and a 254-hp, 3.0-liter turbodiesel V6, both mated to an eight-speed automatic. The new Disco shed a whopping 1,000 pounds and should be less lumbering than the LR4, as well as more fuel-efficient. Despite the more urban-focused packaging, the new Discovery touts more ground clearance than the previous version.

Overall Score	NA
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $49,990-$73,950
Body Style: 4-door SUV
Trim Lines: First Edition, HSE, HSE Luxury, SE
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Land Rover Discovery 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ▼		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 82
Height (in.) 74
Wheelbase (in.) 115
Weight (lb.) 4,835
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 8,200
Fuel
Premium or diesel
CR combined mpg . . . . . NA

Land Rover Discovery Sport

FROM THE STORIED Land Rover brand, one would expect a more regal entry into this hot market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill and trails. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. Based on Land Rover's history, we predict that the reliability for this pricey, underachieving SUV is likely to be below average.

Overall Score	43
Predicted Reliability	⌄⌄
Owner Satisfaction	!
Road Test Score	58
Crash Prevention	Opt.

Base Price: $37,695-$46,595
Body Style: 4-door SUV
Trim Lines: HSE, HSE Lux, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engine: 2.0-liter 4 turbo (240 hp)
Transmission: 9-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 82
Height (in.) 68
Wheelbase (in.) 108
Weight (lb.) 4,325
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 4,410
Fuel
Premium
CR combined mpg 21

Reliability History

TROUBLE SPOTS	Land Rover Discovery Sport 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⌄⌄

Land Rover Range Rover

OWNERS OF ANY ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the slow touch screen is complex. A 254-hp turbodiesel V6 is well-mannered and provides ample power. A hands-free system to open the tailgate is available.

Overall Score	58
Predicted Reliability	⌄⌄
Owner Satisfaction	!
Road Test Score	80
Crash Prevention	Std./⌃

Base Price: $85,650-$199,950
Body Style: 4-door SUV
Trim Lines: Autobiography, Base, HSE, SC V8, SVAutobiography, SVAutobiography Dynamic
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 3.0L V6 turbodiesel (254 hp); 3.0L V6 supercharged (340 hp, 380 hp); 5.0L V8 supercharged (510 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 78
Height (in.) 72
Wheelbase (in.) 115
Weight (lb.) 5,300
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 7,715
Fuel
Premium or diesel
CR combined mpg 17

Reliability History

TROUBLE SPOTS	Land Rover Range Rover 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⌄⌄

Land Rover Range Rover Evoque

OVERALL, THE EVOQUE compact SUV is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $41,800-$62,500
Body Styles: 2-door SUV; 4-door SUV; convertible
Trim Lines: Autobiography, HSE, HSE Dynamic, SE, SE Dynamic, SE Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 turbo (240 hp)
Transmission: 9-speed automatic

Reliability History

TROUBLE SPOTS	Land Rover Range Rover Evoque 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 77
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,940
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 3,500
Fuel
Premium
EPA combined mpg 24

Land Rover Range Rover Sport

THOUGH THE SPORT has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from strong supercharged V6 or V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available.

Overall Score	55
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Base Price: $65,650-$111,350
Body Style: 4-door SUV
Trim Lines: Autobiography, HSE, HSE Dynamic, SC V8, SE, SVR
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp, 380 hp); 5.0-liter V8 supercharged (510 hp, 550 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Land Rover Range Rover Sport 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 78
Height (in.) 70
Wheelbase (in.) 115
Weight (lb.) 5,255
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 1,345
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 7,715
Fuel
Premium or diesel
CR combined mpg 18

Lexus CT 200h

THIS SMALL HATCHBACK has excellent fuel economy, but its refinement isn't up to the Lexus standard. A recent freshening brought styling updates and mechanical tweaks that resulted in claimed improvements to ride comfort and noise levels, two areas we found to be problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota's. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	65
Crash Prevention	Opt.

Base Price: $31,250-$32,980
Body Style: 4-door hatchback
Trim Lines: Base, F Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.8-liter 4 hybrid (134 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Lexus CT 200h 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 171
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 102
Weight (lb.) 3,225
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 40

Lexus ES

THE LEXUS ES is an upscale relative of the Toyota Camry. It has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent. For 2017, automatic emergency braking and lane-departure warning are standard.

Overall Score	81-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-78
Crash Prevention	Std./

Base Price: $38,900-$41,820
Body Style: sedan
Trim Lines: 300h, 350
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus ES 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,575
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 25-36

Lexus GS

THE GS COMPETES well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21-mpg overall in our tests. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment systems. A rear-drive 200t with a turbo four-cylinder and a high-performance GS F with a 467-hp V8 are available. For 2017 automatic emergency braking and blind-spot monitoring are standard.

Overall Score	85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Std./

Base Price: $46,310-$83,940
Body Style: sedan
Trim Lines: 200t, 350, 450h, F, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus GS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,845
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 21

Lexus GX

LIKE ITS TOYOTA 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Reliability has consistently been above average.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Base Price: $51,680-$63,380
Body Style: 4-door SUV
Trim Lines: 460, 460 Premium, 560 Luxury
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engine: 4.6-liter V8 (301 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lexus GX 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 74
Height (in.) 74
Wheelbase (in.) 110
Weight (lb.) 5,170
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,500
Fuel
Premium
CR combined mpg 17

Lexus IS

IN OUR TESTS, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. A 255-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low to be recommended.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Std./

Base Price: $37,825-$46,250
Body Style: sedan
Trim Lines: 200t, 200t F Sport, 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	Lexus IS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 110
Weight (lb.) 3,850
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 20

Lexus LC

LEXUS'S NEW HALO car is the six-figure LC 500 Coupe, a 2+2 luxury car that is likely to compete with the Mercedes-Benz S550 Coupe and BMW 650i coupe. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp and 398 lb.-ft. of torque. Power is sent to the rear wheels through a close-ratio 10-speed automatic transmission, enabling a claimed 0 to 60 mph sprint of less than 4.5 seconds. A 3.5-liter V6 hybrid version has also been introduced. It will go on sale this spring with a typical price of about $100,000. A convertible version may follow.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $92,000-$96,510
Body Style: coupe
Trim Lines: 500, 500h
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (471 hp)
Transmissions: 10-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus LC 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 76
Height (in.) 53
Wheelbase (in.) 113
Weight (lb.) 4,280
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg . . . . . NA

Lexus LS

THE LEXUS FLAGSHIP sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. Its recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. A self-parking feature and all-wheel drive are optional. Despite retaining some conventional knobs and buttons, the mouse-controlled infotainment system is complicated and distracting to use. A redesign (shown above), powered by a twin-turbo V6 and outfitted with a swoopier body, comes later in 2017.

Overall Score	87
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Base Price: $72,520-$85,415
Body Style: sedan
Trim Lines: 460, 460L, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (360 hp); 4.6-liter V8 (386 hp)
Transmissions: 8-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus LS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 122
Weight (lb.) 4,515
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 21

Lexus LX

THIS LUXURY SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure. The Land Cruiser we tested got only 14 mpg overall but was very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. For 2017, the Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $89,880
Body Style: 4-door SUV
Trim Lines: 570
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engine: 5.7-liter V8 (383 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Lexus LX 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 78
Height (in.) 73
Wheelbase (in.) 112
Weight (lb.) 6,000
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,385
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Premium
EPA combined mpg 15

Lexus NX

BASED ON THE Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cosseting and cabin noise isn't particularly hushed. The NX 200t's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad is frustrating and distracting to use when driving. Reliability has been well above average.

Overall Score	74-76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71-74
Crash Prevention	Opt.

Base Price: $35,285-$39,720
Body Style: 4-door SUV
Trim Lines: 200t, 200t F Sport, 300h
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (235 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus NX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 4,000
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. 28.5
Towing Capacity (lb.) 2,000
Fuel
Regular or premium
CR combined mpg 24-29

Lexus RC

THIS AGGRESSIVELY STYLED coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $40,155-$64,165
Body Style: coupe
Trim Lines: 200t, 300, 350, 350 F Sport, F
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	Lexus RC 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 55
Wheelbase (in.) 108
Weight (lb.) 3,750
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 22

Lexus RX

THE RX HAS avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of leg and knee room. For 2017, the Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.

Overall Score	79-81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-80
Crash Prevention	Std./

Base Price: $43,120-$56,645
Body Style: 4-door SUV
Trim Lines: 350, 450h, 450h F Sport, F Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)
Transmissions: 8-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus RX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 75
Height (in.) 68
Wheelbase (in.) 110
Weight (lb.) 4,435
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 920
Cargo Volume, cu.ft. 30
Towing Capacity (lb.) 3,500
Fuel
Regular or premium
CR combined mpg 22-29

Lincoln Continental

BASED ON THE accomplished Lincoln MKZ, the Continental nameplate returns as an all-new high-tech flagship sedan. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level gets a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is more of a relaxed cruiser than a sports sedan. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual, but also compromise support. We're not fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsized sedans.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Base Price: $44,560-$68,180
Body Style: sedan
Trim Lines: Black Label, Premiere, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln Continental 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 78
Height (in.) 59
Wheelbase (in.) 118
Weight (lb.) 4,540
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR combined mpg 20

Lincoln MKC

THE MKC INCLUDES luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system. Reliability has been well below average.

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Base Price: $32,880-$48,040
Body Style: 4-door SUV
Trim Lines: Black Label, Premiere, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln MKC 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 4,070
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR combined mpg 19

Lincoln MKT

THIS THREE-ROW SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. For the 2016 model year, Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $43,370-$45,365
Body Style: 4-door SUV
Trim Lines: 3.5 EcoBoost, 3.7
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 turbo (365 hp); 3.7-liter V6 (303 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln MKT 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 208
Width (in.) 76
Height (in.) 67
Wheelbase (in.) 118
Weight (lb.) 4,980
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 36
Towing Capacity (lb.) 4,500
Fuel
Regular or premium
EPA combined mpg 17

* Indicates insufficient data Years in red indicate redesigned or introduced

Lincoln MKX

BASED ON THE capable Ford Edge, the Lincoln MKX is one of the best-scoring luxury SUVs in our testing. This is a quiet, refined, and high-tech vehicle. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, and the optional 335-hp, 2.7-liter turbo V6 is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive. The ride is steady and composed. Tall drivers will probably find that the push-button shifter is a long reach away. The very quiet cabin feels first-class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include automatic emergency braking, lane-keeping assist, and cross-traffic alert. First-year reliability of the redesign has been below average.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Base Price: $38,100-$57,970
Body Style: 4-door SUV
Trim Lines: 2.7L, 3.7L
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.7-liter V6 (303 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln MKX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 76
Height (in.) 66
Wheelbase (in.) 112
Weight (lb.) 4,560
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,030
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR combined mpg 18

Lincoln MKZ

BASED ON THE engaging Ford Fusion, the upscale Lincoln MKZ is updated for the 2017 model year with new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. Inside is a quiet, luxurious cabin with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Available automatic emergency braking and pedestrian detection bolster the Lincoln's safety credentials.

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Opt.

Base Price: $35,170-$53,720
Body Style: sedan
Trim Lines: Black Label, Hybrid, Premier, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lincoln MKZ 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,755
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 875
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR combined mpg 23-34

WORSE ⟷ BETTER

Lincoln Navigator

THIS MORE LUXURIOUS version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat and is more reliable than GM's offerings. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated, and there is no hiding the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system.

Overall Score	69
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	72
Crash Prevention	NA

Base Price: $63,515-$76,910
Body Styles: 4-door SUV; extended SUV
Trim Lines: Base, L
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engine: 3.5-liter V6 turbo (380 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln Navigator 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 80
Height (in.) 78
Wheelbase (in.) 119
Weight (lb.) 6,140
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,380
Cargo Volume, cu.ft. 61.5
Towing Capacity (lb.) 8,700
Fuel
Regular
CR combined mpg 15

Maserati Ghibli

ALTHOUGH THE GHIBLI is based on a Chrysler 300, this four-door coupe has its own character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. The uplevel SQ-4 all-wheel-drive version we tested uses a 404-hp version. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is fitted out with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins.

Overall Score	48
Predicted Reliability	v
Owner Satisfaction	v
Road Test Score	71
Crash Prevention	Opt.

Base Price: $71,600-$79,700
Body Style: sedan
Trim Lines: Base, S, S Q4
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (404 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Maserati Ghibli 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		v

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 58
Wheelbase (in.) 118
Weight (lb.) 4,625
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 19

Maserati Levante

THE LEVANTE IS Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at $72,000 for the 345-hp, V6 base model and reaches $83,000 for the 424-hp S version. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. However, the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $72,000-$83,000
Body Style: 4-door SUV
Trim Lines: Base, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)
Transmission: 8-speed automatic

Reliability History			
TROUBLE SPOTS	Maserati Levante		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 78
Height (in.) 66
Wheelbase (in.) 118
Weight (lb.) 4,905
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,000
Fuel
Premium
EPA combined mpg 16

Mazda 3

WHETHER AS A sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. Reliability has been above average.

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72-73
Crash Prevention	Opt.

Base Price: $17,845-$24,945
Body Styles: 4-door hatchback; sedan
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Mazda 3		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,875
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 32-33

Mazda 6

SPORTY YET SPARING with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, despite some recent tweaks Mazda has made to address this. The car received a recent mild freshening that includes a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional.

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Base Price: $21,945-$30,695
Body Style: sedan
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda 6 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,185
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 32

Mazda CX-3

MAZDA'S ENTRY IN the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. This is the first nonluxury mini-SUV to offer blind-spot monitoring and adaptive cruise control.

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Opt.

Base Price: $19,960-$26,240
Body Style: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 (146 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Mazda CX-3 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 101
Weight (lb.) 2,945
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 28

Mazda CX-5

SPRY AND FUEL-EFFICIENT, Mazda's small SUV is rewarding to drive and is reliable. Nimble handling and a taut ride--combined with ample power from the 2.5-liter, 184-hp four-cylinder--make it fun to drive. The one downside is that the cabin is louder than most in the segment. A complex dial-controlled infotainment system takes some time to master. A less powerful 2.0-liter four comes only with FWD and a manual transmission. Cabin and cargo space are plentiful, seats are comfortable, and visibility is good--aided by standard blind-spot monitoring on higher trims. The Grand Touring trim offers forward-collision warning with autobraking. This is a viable choice against a VW Tiguan or Ford Escape. A redesigned CX-5 (shown above), promising a more upscale and quieter interior, is now on sale..

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $21,795-$29,870
Body Style: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda CX-5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,435
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 2,000
Fuel
Regular
CR combined mpg 25

Mazda CX-9

MAZDA'S CX-9 IS a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Available safety features include automatic emergency braking and blind-spot monitoring.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $31,520-$44,315
Body Style: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engine: 2.5-liter 4 turbo (227 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Mazda CX-9 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 76
Height (in.) 68
Wheelbase (in.) 113
Weight (lb.) 4,585
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,190
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 3,500
Fuel
Regular
CR combined mpg 22

Mazda MX-5 Miata

THE FOURTH-GENERATION MIATA remains true to Mazda's original formula of a lightweight, rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.

Overall Score	79
Predicted Reliability	↑
Owner Satisfaction	↑↑
Road Test Score	80
Crash Prevention	NA

Base Price: $24,915-$34,925
Body Style: convertible
Trim Lines: Club, Grand Touring, RF, Sport
Drive Wheels: Rear
Seating: 2 front
Engine: 2.0-liter 4 (155 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda MX-5 Miata 14	15	16
Engine Major	*	*	↑↑
Engine Minor	*	*	↑↑
Engine Cooling	*	*	↑↑
Transmission Major	*	*	↑↑
Transmission Minor	*	*	↑↑
Drive System	*	*	↑↑
Fuel System	*	*	↑↑
Electrical	*	*	↑↑
Climate System	*	*	↑↑
Suspension	*	*	↑↑
Brakes	*	*	↑
Exhaust	*	*	↑↑
Paint/Trim	*	*	↑↑
Noises/Leaks	*	*	↑↑
Body Hardware	*	*	↑↑
Power Equipment	*	*	↑↑
In-Car Electronics	*	*	↑
USED CAR VERDICTS			↑
NEW CAR PREDICTION	Better than average		↑

Facts & Figures

Exterior Dimensions
Length (in.) 154
Width (in.) 68
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,335
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 34

Mercedes-Benz B-Class ED

THE B-CLASS ELECTRIC Drive is the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in 4 hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, due in part to its stiff ride and clumsy handling, and it's neither particularly quick nor very quiet. A number of advanced safety and convenience features are available, including a system that lets the driver check on the charging status via a smartphone. As with all EVs, the B-Class electric qualifies for a $7,500 federal tax incentive.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	NA
Crash Prevention	Std./↑

Base Price: $39,900
Body Style: 4-door hatchback
Trim Lines: B250e
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: Electric (177 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	Mercedes-Benz B-Class ED 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 106
Weight (lb.) 3,925
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 22
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
EPA combined mpg 84

Mercedes-Benz C-Class

THIS COMPETITIVE SPORTS sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or 503-hp in the S version. Additional variants include a C350e plug-in hybrid, and C43 AMG with a 3.0-liter turbo V6. Reliability has been below average. A new coupe version is available for 2017.

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Base Price: $39,500-$80,850
Body Styles: convertible; coupe; sedan
Trim Lines: C300, C350e, C43 AMG, C63, C63 S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0L 4 turbo (241 hp); 2.0L 4 hybrid (275 hp); 3.0L V6 turbo (362 hp); 4.0L V8 turbo (469 hp, 503 hp)
Trans: 7-spd auto; 9-spd auto

Reliability History

TROUBLE SPOTS	Mercedes-Benz C-Class 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,670
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 795
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 26

Mercedes-Benz CLA

DON'T LET THE three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better driving experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. Though the car is agile, the ride is punishingly stiff and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can rise to the $50,000 range for an available 375-hp AMG CLA45 version that sounds more exciting on paper than it feels behind the wheel.

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Base Price: $32,400-$49,950
Body Style: sedan
Trim Lines: 250, 45 AMG
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Mercedes-Benz CLA 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,335
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 28

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Mercedes-Benz CLS

THE EXTENSIVELY FRESHENED CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $66,900-$107,800
Body Style: sedan
Trim Lines: CLS400, CLS550, CLS63 AMG S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter V6 turbo (329 hp); 4.7-liter V8 turbo (402 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Reliability History

TROUBLE SPOTS	Mercedes-Benz CLS 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 74
Height (in.) 56
Wheelbase (in.) 113
Weight (lb.) 4,160
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

Mercedes-Benz E-Class

THE REDESIGNED E-CLASS delivers nimbler handling and better fuel economy than the previous generation. On the other hand, it dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder is linked to a nine-speed automatic. This combination works well, but it won't set your heart on fire. Then again, we got a commendable 24 mpg overall. The car is quiet and handles with newfound agility. Though the ride is comfortable, it lost some plushness. Inside, the dash features high-resolution displays, but the controls have grown more complicated. Even adjusting the seat's lumbar support is a multistep process done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Base Price: $52,150-$72,400
Body Styles: sedan; wagon
Trim Lines: AMG E43, E300, E400
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp)
Transmission: 9-speed automatic

Reliability History

TROUBLE SPOTS	Mercedes-Benz E-Class 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 116
Weight (lb.) 4,030
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,070
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 24

Mercedes-Benz GLA

ESSENTIALLY A RAISED hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is not even. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Safety features include a forward-collision mitigation system. Automatic emergency braking and blind-spot monitoring are optional. A front-drive version and a high-performance 375-hp GLA45 are available. The infotainment system has become more complicated for 2017 but is now compatible with Android Auto and Apple CarPlay.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Std./

Base Price: $32,850-$49,900
Body Style: 4-door SUV
Trim Lines: 250, 45 AMG
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)
Transmission: 7-speed sequential

Reliability History

TROUBLE SPOTS	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,535
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 795
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 26

Mercedes-Benz GLC

BASED ON THE current C-Class, the GLC is one of the best compact luxury SUVs on the market. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety gear--such as blind-spot monitoring and cross-traffic alert--comes in confusing option packages. A turbo V6 AMG GL43 and a coupe-like SUV, the GLC Coupe, are also available. First-year reliability has been well above average.

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Std./

Base Price: $39,150-$54,900
Body Style: 4-door SUV
Trim Lines: AMG GLC43, GLC300
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)
Transmission: 9-speed automatic

Reliability History

TROUBLE SPOTS	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 113
Weight (lb.) 4,010
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 28
Towing Capacity (lb.) 4,850
Fuel
Premium
CR combined mpg 22

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Mercedes-Benz GLE

RENAMED FROM THE M-Class, the GLE is a capable and luxurious midsized SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Base Price: $52,000-$108,840
Body Style: 4-door SUV
Trims: GLE350, GLE400, GLE43 AMG, GLE550e, GLE63 AMG, GLE63 S AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0L V6 turbo (329 hp); 3.0L V6 turbo (362 hp); 3.0L V6 hybrid (436 hp); 3.5L V6 (302 hp); 5.5L V8 turbo (550 hp, 577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	189
Width (in.)	76
Height (in.)	71
Wheelbase (in.)	115
Weight (lb.)	4,915
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,080
Cargo Volume, cu.ft.	37.5
Towing Capacity (lb.)	7,200

Fuel
Premium or diesel
CR combined mpg 18

Reliability History			
TROUBLE SPOTS	Mercedes-Benz GLE 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz GLS

MERCEDES' SEVEN-PASSENGER SUV is freshened for the 2017 model year, with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current--and more complex--Mercedes-Benz infotainment system. Our last tested GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 255-hp V6 diesel; a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes cross-traffic alert, blind-spot warning, and lane-keeping assist.

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Std./

Base Price: $68,700-$124,100
Body Style: 4-door SUV
Trim Lines: 350d, 450, 550, AMG S63
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (255 hp); 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)
Trans: 7-spd auto; 9-spd auto

Facts & Figures

Exterior Dimensions

Length (in.)	202
Width (in.)	76
Height (in.)	73
Wheelbase (in.)	121
Weight (lb.)	5,660
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,180
Cargo Volume, cu.ft.	47
Towing Capacity (lb.)	7,500

Fuel
Premium or diesel
CR combined mpg 20

Reliability History			
TROUBLE SPOTS	Mercedes-Benz GLS 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mercedes-Benz S-Class

THE S-CLASS IS brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady--the best we've ever tested--and the cabin is ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, as is a plug-in hybrid. Reliability has been well below average.

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Base Price: $96,600-$247,900
Body Styles: conv.; coupe; sedan
Trim Lines: S500e, S550, S600, S63 AMG, S65 AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0L V6 hybrid (436 hp); 4.7L V8 turbo (449 hp); 5.5L V8 turbo (577 hp); 6.0L V12 turbo (523 hp, 621 hp)
Trans: 7-spd auto; 9-spd auto

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 125
Weight (lb.) 4,935
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 18

Reliability History

TROUBLE SPOTS	Mercedes-Benz S-Class 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mercedes-Benz SL

THE DROP-TOP SL has several changes for 2017, including styling updates and more horsepower. The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models--SL63 and SL65--make due with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectfully. The SL is a luxury roadster with a foldable hardtop that's comfortable and quiet. One neat feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot detection, and lane-keeping assist.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $86,950-$219,850
Body Style: convertible
Trim Lines: SL450, SL550, SL63 AMG, SL65 AMG
Drive Wheels: Rear
Seating: 2 front
Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)
Trans: 7-spd auto; 9-spd auto

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 74
Height (in.) 51
Wheelbase (in.) 102
Weight (lb.) 3,960
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

Reliability History

TROUBLE SPOTS	Mercedes-Benz SL 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Mercedes-Benz SLC

FOR 2017, THE updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter turbo four-cylinder that delivered ample thrust, and the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLK has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Std./^

Base Price: $47,950-$61,300
Body Style: convertible
Trim Lines: SLC300, SLC43
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)
Transmission: 9-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 163
Width (in.) 72
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,295
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 560
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 27

Reliability History

TROUBLE SPOTS	Mercedes-Benz SLC 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Mini Cooper

MINIS ARE QUIRKY and fun to drive, whether you have the classic two-door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty, making all versions fun to drive. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past $30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension. Reliability has dropped to below average.

Overall Score	58-66
Predicted Reliability	v
Owner Satisfaction	^
Road Test Score	68-81
Crash Prevention	Opt.

Base Price: $20,950-$35,600
Body Styles: 2-door hatchback; 4-door hatchback; convertible
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 151
Width (in.) 68
Height (in.) 56
Wheelbase (in.) 98
Weight (lb.) 2,775
% weight front/rear 63/37
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 9
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 30-31

Reliability History

TROUBLE SPOTS	Mini Cooper 14	15	16
Engine Major	^	v	^
Engine Minor	v	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	!	^
Drive System	!	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	v	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	v	^	^
Body Hardware	^	^	^
Power Equipment	^	^	!
In-Car Electronics	v	v	^
USED CAR VERDICTS	v	v	^
NEW CAR PREDICTION	Worse than average		v

Mini Cooper Clubman

THE CLUBMAN IS a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine choices include a slightly wheezy-sounding three-cylinder turbo in the base car or a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is actually habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low-$30,000s and the S can easily get to the high-$30,000s. An all-wheel-drive version is available on the S.

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $24,100-$35,100
Body Style: wagon
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mini Cooper Clubman 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 105
Weight (lb.) 3,175
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 980
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 28

Mini Cooper Countryman

IN MARCH A new Countryman based on the Clubman comes in both Cooper and Cooper S versions. Engine choices are a base 1.5-liter turbo three-cylinder and a 2.0-liter turbo four-cylinder for the S. Front- and all-wheel drives are offered. In June an all-wheel-drive plug-in hybrid version follows, with a promised all-electric range of 24 miles. This SUV-like Countryman has grown longer than the original, bringing in more interior space and flexibility. The optional Mini Driving Assistant system includes forward-collision warning with low-speed automatic emergency braking, pedestrian warning with brake assist, and automatic high beams.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $26,600-$31,600
Body Style: 4-door SUV
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mini Cooper Countryman 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 170
Width (in.) 72
Height (in.) 61
Wheelbase (in.) 105
Weight (lb.) 3,675
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 26

Mitsubishi Lancer

DESPITE ITS RECENT face-lift, the Lancer is an outdated and insubstantial compact sedan. The 2.0-liter four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. Handling is secure, but the ride is a bit rough. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. All-wheel drive is available. Sadly, the high-performance, rally-ready Evolution version is no more.

Overall Score	61
Predicted Reliability	!
Owner Satisfaction	↓
Road Test Score	62
Crash Prevention	NA

Base Price: $17,795-$22,095
Body Style: sedan
Trim Lines: ES, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Mitsubishi Lancer		
	14	15	16
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	↑	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	↓	⇈	*
Fuel System	↑	⇈	*
Electrical	↑	⇈	*
Climate System	⇈	⇈	*
Suspension	↑	!	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	↑	⇈	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	!	!	*
In-Car Electronics	↑	↑	*
USED CAR VERDICTS	↓	↑	
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 104
Weight (lb.) 3,015
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 25

Mitsubishi Mirage

ITS ROCK-BOTTOM STICKER price and thrifty fuel economy of 37 mpg overall conjure an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Minor updates for 2017 bring a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage and, for the money, there are many much better used cars for the same price.

Overall Score	37
Predicted Reliability	!
Owner Satisfaction	↓
Road Test Score	29
Crash Prevention	NA

Base Price: $12,995-$16,995
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, GT, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Mitsubishi Mirage		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 149
Width (in.) 66
Height (in.) 59
Wheelbase (in.) 97
Weight (lb.) 2,085
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 37

Mitsubishi Outlander

OUTDATED AND OUTCLASSED, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, rare in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The upcoming plug-in hybrid will cost more than $40,000.

Overall Score	60
Predicted Reliability	!
Owner Satisfaction	⌄
Road Test Score	59
Crash Prevention	Opt.

Base Price: $23,495-$40,000E
Body Style: 4-door SUV
Trim Lines: ES, GT, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Mitsubishi Outlander 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 105
Weight (lb.) 3,610
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
EPA combined mpg 26

Mitsubishi Outlander Sport

THIS SHORTENED VERSION of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	⌄
Road Test Score	NA
Crash Prevention	NA

Base Price: $19,795-$27,695
Body Style: 4-door SUV
Trim Lines: ES, GT, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (166 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Mitsubishi Outlander Sport 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 169
Width (in.) 70
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,290
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg . . . . . NA

Mitsubishi i-MiEV

THE I-MIEV IS one of the cheapest all-electric cars available. But the downside is an underdeveloped vehicle that is slow, clumsy, stiff-riding, and plebeian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got around 59 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf--with its roomier interior, more comfortable ride, and longer driving range--feels like a real car and is a far better choice.

Overall Score	44
Predicted Reliability	!
Owner Satisfaction	⌄
Road Test Score	35
Crash Prevention	NA

Base Price: $22,995
Body Style: 4-door hatchback
Trim Lines: ES
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engine: Electric (66 hp)
Transmission: 1-speed direct

Reliability History			
TROUBLE SPOTS	Mitsubishi i-MiEV		
	14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 145
Width (in.) 62
Height (in.) 64
Wheelbase (in.) 100
Weight (lb.) 2,610
% weight front/rear 46/54
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR combined mpg 111

Nissan Altima

THIS RATHER GENERIC though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. Reliability has improved to average, but the Altima scored too low in our testing to recommend.

Overall Score	67-72
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	71-80
Crash Prevention	Opt.

Base Price: $22,500-$32,690
Body Style: sedan
Trim Lines: 2.5, 2.5 S, 2.5 SL, 2.5 SR, 2.5 SV, 3.5 SL, 3.5 SR
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)
Transmission: CVT

Reliability History			
TROUBLE SPOTS	Nissan Altima		
	14	15	16
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃	⌃⌃	⌃
Drive System	⌃⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃⌃
Climate System	⌃⌃	⌃⌃	⌃⌃
Suspension	⌃⌃	⌃	⌃⌃
Brakes	!	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	!	⌃	⌃⌃
Noises/Leaks	!	!	⌃⌃
Body Hardware	⌃	⌃⌃	⌃⌃
Power Equipment	⌄	⌃⌃	⌃⌃
In-Car Electronics	⌄⌄	⌄	⌃⌃
USED CAR VERDICTS	!	!	!
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,245
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR combined mpg 24-29

Nissan Armada

THIS LESS EXPENSIVE version of the Infiniti QX80 is powered by a slick and powerful 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a long reach to some buttons and knobs. Seven- or eight-passenger seating configurations are available, and the third row can power fold and unfold. Advanced safety systems such as forward-collision warning with automatic braking and blind-spot warning are part of the technology package. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500 pounds.

Overall Score	59
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	69
Crash Prevention	Opt.

Base Price: $44,400-$59,990
Body Style: 4-door SUV
Trim Lines: Platinum, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 2 rear, 3 third
Engine: 5.6-liter V8 (390 hp)
Transmission: 7-speed automatic

Reliability History

TROUBLE SPOTS	Nissan Armada 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions
Length (in.) 209
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,910
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,545
Cargo Volume, cu.ft. 47
Towing Capacity (lb.) 8,500
Fuel
Regular
CR combined mpg 14

Nissan Frontier

DATING BACK TO 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	↓
Road Test Score	NA
Crash Prevention	NA

Base Price: $18,406-$36,410
Body Styles: crew cab; extended cab
Trim Lines: DR, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)
Transmissions: 5-speed automatic; 5-speed manual; 6-speed manual

Reliability History

TROUBLE SPOTS	Nissan Frontier 14	15	16
Engine Major	↑↑	↑↑	↑↑
Engine Minor	↑↑	↑↑	↑↑
Engine Cooling	↑↑	↑↑	↑↑
Transmission Major	↑↑	↑↑	↑↑
Transmission Minor	↑	↑↑	↑↑
Drive System	↑↑	↑	↑↑
Fuel System	↑	↑↑	↑↑
Electrical	↑↑	↑↑	↑↑
Climate System	↑↑	↑↑	↑↑
Suspension	↑	↑	↑
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	↑	↓	↑↑
Noises/Leaks	↑	!	↑
Body Hardware	↑↑	↑	↑↑
Power Equipment	!	↑↑	↑↑
In-Car Electronics	↓	↑	!
USED CAR VERDICTS	!	↓	!
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 206
Width (in.) 73
Height (in.) 70
Wheelbase (in.) 126
Weight (lb.) 4,655
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,100
Fuel
Regular
EPA combined mpg 17

Nissan Juke

THE FUNKY-LOOKING JUKE has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test. A modest restyling took place for 2015.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	⌄
Road Test Score	NA
Crash Prevention	NA

Base Price: $20,250-$30,020
Body Style: 4-door SUV
Trim Lines: NISMO, NISMO RS, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (188 hp); 1.6-liter 4 turbo (215 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Nissan Juke 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 162
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 100
Weight (lb.) 3,170
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg . . . . . NA

Nissan Leaf

THE ALL-ELECTRIC LEAF that we tested has a 75-mile typical range. A full charge took us 6 hours using a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. For 2017, the Leaf has a bigger standard 30-kWh battery with a claimed 107-mile range. Reliability has been above average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. A redesign is due to be introduced soon.

Overall Score	62
Predicted Reliability	⌃
Owner Satisfaction	!
Road Test Score	71
Crash Prevention	NA

Base Price: $30,680-$36,790
Body Style: 4-door hatchback
Trim Lines: S, SL, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: Electric (107 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	Nissan Leaf 14	15	16
Engine Major		⌃⌃	*
Engine Minor	⌃⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	*
Transmission Major	⌃⌃	⌃⌃	*
Transmission Minor	⌃⌃	⌃⌃	*
Drive System	⌃⌃	⌃⌃	*
Fuel System	⌃⌃	⌃⌃	*
Electrical	⌃⌃	⌃⌃	*
Climate System	⌃⌃	⌃⌃	*
Suspension	⌃⌃	⌃⌃	*
Brakes	⌃⌃	⌃	*
Exhaust	⌃⌃	⌃⌃	*
Paint/Trim	⌃⌃	⌃⌃	*
Noises/Leaks	⌃	⌃⌃	*
Body Hardware	⌃⌃	⌃⌃	*
Power Equipment	⌃⌃	⌃⌃	*
In-Car Electronics	⌃⌃	⌃⌃	*
USED CAR VERDICTS	⌃	⌃⌃	
NEW CAR PREDICTION	Better than average		⌃

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 106
Weight (lb.) 3,360
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR combined mpg 106

Nissan Maxima

THE MAXIMA CONTINUES to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs $40,000. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof.

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	81
Crash Prevention	Opt.

Base Price: $32,560-$39,990
Body Style: sedan
Trim Lines: Platinum, S, SL, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 3.5-liter V6 (300 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Nissan Maxima 14	15	16
Engine Major	^^		^^
Engine Minor	^^		^^
Engine Cooling	^^		^^
Transmission Major	^^		^^
Transmission Minor	^^		^^
Drive System	^^		^^
Fuel System	^^		^^
Electrical	^^		^^
Climate System	^^		^^
Suspension	^^		^^
Brakes	^^		^^
Exhaust	^		^^
Paint/Trim	^		^
Noises/Leaks	^^		^^
Body Hardware	^^		^
Power Equipment	!		^
In-Car Electronics	^^		!
USED CAR VERDICTS	^		!
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,535
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR combined mpg 25

Nissan Murano

NISSAN'S MIDSIZED SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with automatic braking. An available 8-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. Reliability has been average.

Overall Score	73
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	77
Crash Prevention	Opt.

Base Price: $29,770-$41,210
Body Style: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 3.5-liter V6 (260 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Nissan Murano 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^	^	^
Noises/Leaks	!	^	!
Body Hardware	^	^	v
Power Equipment	^^	^	^
In-Car Electronics	!	!	^^
USED CAR VERDICTS	^^	!	vv
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 75
Height (in.) 67
Wheelbase (in.) 111
Weight (lb.) 4,025
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 33.5
Towing Capacity (lb.) 1,500
Fuel
Regular
CR combined mpg 21

Nissan Pathfinder

THIS MIDSIZED SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. Reliability has been below average. The 2017 model has been freshened, gaining 24 hp and an increased towing capability of 6,000 pounds.

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Base Price: $29,990-$43,560
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, 4WD
Seating: 2 front, 3 rear, 2 third
Engine: 3.5-liter V6 (284 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Nissan Pathfinder 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 77
Height (in.) 70
Wheelbase (in.) 114
Weight (lb.) 4,505
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 39.5
Towing Capacity (lb.) 6,000
Fuel
Regular
CR overall mpg 18

Nissan Rogue

THE EASY-TO-DRIVE ROGUE is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. Our AWD Rogue delivered 24-mpg overall. The interior is spacious for the class and is nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. A hybrid version with a 176-hp, 2.0-liter engine and the availability of more advanced safety features are updates for 2017.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $23,820-$32,510
Body Styles: 4-door SUV
Trim Lines: S, SL, SL Hybrid, SV, SV Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (176 hp); 2.5-liter 4 (170 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Nissan Rogue 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 107
Weight (lb.) 3,590
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 1,100
Fuel
Regular
CR overall mpg 24

Nissan Sentra

OVERALL, THE COMPACT Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff. The tall stance aids cabin access, the elevated driving position helps visibility, and the rear seat is one of the roomiest in the class. But the driving experience is ho-hum and joyless. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. A backup camera is standard on the SV. The freshening included improved occupant crash protection, which resulted in better scores in the IIHS crash tests, as well as the availability of safety features such as automatic emergency braking, blind-spot warning, and rear cross-traffic alert. Turbo and Nismo versions are new for 2017.

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62
Crash Prevention	Opt.

Base Price: $16,990-$24,990
Body Styles: sedan
Trim Lines: NISMO, S, SL, SR, SR Turbo, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (124 hp); 1.8-liter 4 turbo (188 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	69
Height (in.)	59
Wheelbase (in.)	106
Weight (lb.)	2,865
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 31

Reliability History

TROUBLE SPOTS	Nissan Sentra 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Nissan Titan

THE REDESIGNED 2017 Titan is more pleasant than the XD version. It comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped—a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan tows 9,730 pounds.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Base Price: $29,580-$55,400
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Platinum Reserve, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engine: 5.6-liter V8 (390 hp)
Transmission: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	228
Width (in.)	80
Height (in.)	77
Wheelbase (in.)	140
Weight (lb.)	5,770
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,435
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	9,390

Fuel
Regular
EPA combined mpg 18

Reliability History

TROUBLE SPOTS	Nissan Titan 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Nissan Versa

NISSAN'S SUBCOMPACT VERSA sedan is unimpressive, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is compliant and has good isolation from bumps and ruts, but the short, quick pitches make it feel jumpy on the highway. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Running changes include new interior refinements and some styling details, but much of the interior still feels low rent. Most controls are straightforward.

Overall Score	56
Predicted Reliability	!
Owner Satisfaction	⌄⌄
Road Test Score	56
Crash Prevention	NA

Base Price: $11,990-$17,140
Body Styles: sedan
Trim Lines: S, SL, S Plus, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Nissan Versa 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 67
Height (in.) 60
Wheelbase (in.) 102
Weight (lb.) 2,430
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Nissan Versa Note

THIS LITTLE SUBCOMPACT offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features.

Overall Score	62
Predicted Reliability	⌃
Owner Satisfaction	⌄⌄
Road Test Score	61
Crash Prevention	NA

Base Price: $15,480-$18,710
Body Styles: 4-door hatchback
Trim Lines: SL, S Plus, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Nissan Versa Note 14	15	16
Engine Major	⌃⌃	⌃⌃	*
Engine Minor	⌃⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	*
Transmission Major	⌃	⌃⌃	*
Transmission Minor	⌃	⌃⌃	*
Drive System	⌃	⌃⌃	*
Fuel System	⌃⌃	⌃⌃	*
Electrical	⌃⌃	⌃⌃	*
Climate System	⌃⌃	⌃⌃	*
Suspension	⌃⌃	⌃⌃	*
Brakes	!	⌃⌃	*
Exhaust	⌃⌃	⌃⌃	*
Paint/Trim	⌃	⌃⌃	*
Noises/Leaks	⌃⌃	⌃⌃	*
Body Hardware	⌃⌃	⌃⌃	*
Power Equipment	⌃	⌃	*
In-Car Electronics	!	⌃⌃	*
USED CAR VERDICTS	!	⌃⌃	
NEW CAR PREDICTION	Better than average		⌃

Facts & Figures

Exterior Dimensions
Length (in.) 164
Width (in.) 67
Height (in.) 61
Wheelbase (in.) 102
Weight (lb.) 2,470
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Nissan Z

EMPLOYING A STRONG and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance Nismo versions are available. A noise cancelation/enhancement system was added to quiet some of the interior racket.

Overall Score	75
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	81
Crash Prevention	NA

Base Price: $29,990-$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO, NISMO Tech, Sport, Sport Tech, Touring, Touring Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	73
Height (in.)	52
Wheelbase (in.)	100
Weight (lb.)	3,385
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	450
Cargo Volume, cu.ft.	7
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 23

Reliability History

TROUBLE SPOTS	Nissan Z 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Porsche 718 Boxster

PORSCHE'S ROADSTER OFFERS turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.

Overall Score	82
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	95
Crash Prevention	Opt.

Base Price: $63,900-$71,600
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	50
Wheelbase (in.)	97
Weight (lb.)	3,150
% weight front/rear	44/56

Cargo Measurement

Max. Load (lb.)	485
Cargo Volume, cu.ft.	4
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 26

Reliability History

TROUBLE SPOTS	Porsche 718 Boxster 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Porsche 718 Cayman

FOR 2017, PORSCHE'S coupe version of the 718 Boxster is named the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder mills. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated manual transmission. The switch resulted in a loss of the high-revving zing but added more readily available power. Handling remains superb, with immediate responses and virtually no body lean, making it fun to drive. The firm ride is fairly compliant and not punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	▲▲
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $53,900-$69,500
Body Styles: coupe
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 50
Wheelbase (in.) 97
Weight (lb.) 2,945
% weight front/rear 45/55
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 25

Reliability History

TROUBLE SPOTS	Porsche 718 Cayman 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Porsche 911

THE 911'S ICONIC shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.

Overall Score	82
Predicted Reliability	!
Owner Satisfaction	▲▲
Road Test Score	95
Crash Prevention	Opt.

Base Price: $89,400-$200,400
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera 4, Carrera 4S, Carrera S, GT3 R3, R, Targa 4, Targa 4S, Turbo, Turbo S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370 hp, 420 hp); 3.8-liter 6 (430 hp, 475 hp); 3.8-liter 6 turbo (540 hp, 580 hp); 4.0-liter 6 (500 hp)
Trans: 7-spd man; 7-spd seq

Facts & Figures

Exterior Dimensions
Length (in.) 177
Width (in.) 71
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,235
% weight front/rear 38/62
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

Reliability History

TROUBLE SPOTS	Porsche 911 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Porsche Cayenne

THE MIDSIZED CAYENNE is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is super-smooth. The ride is steady and composed but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed aluminum trim, but the controls can be confusing at first. The touch screen for audio, navigation, and phone interaction is easy to reach and straightforward to use. A plug-in hybrid is available and has a 14-mile electric range. It takes 2.5 hours to charge with a 240-volt connector.

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	78
Crash Prevention	Opt.

Base Price: $59,600-$159,600
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, S E-Hybrid, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 (300 hp); 3.6-liter V6 turbo (420 hp, 440 hp); 4.8-liter V8 turbo (520 hp, 570 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Porsche Cayenne 14	15	16
Engine Major	▲▲	*	*
Engine Minor	▼	*	*
Engine Cooling	▲	*	*
Transmission Major	▲▲	*	*
Transmission Minor	▲▲	*	*
Drive System	▲▲	*	*
Fuel System	▼	*	*
Electrical	▲▲	*	*
Climate System	▲	*	*
Suspension	▲▲	*	*
Brakes	▲▲	*	*
Exhaust	▲▲	*	*
Paint/Trim	▲▲	*	*
Noises/Leaks	▲	*	*
Body Hardware	▲	*	*
Power Equipment	▼	*	*
In-Car Electronics	▼▼	*	*
USED CAR VERDICTS	!		
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 79
Height (in.) 67
Wheelbase (in.) 114
Weight (lb.) 4,795
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,280
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 7,715
Fuel
Premium
CR overall mpg 19

Porsche Macan

PORSCHE'S LATEST ADDITION combines much of the performance and feel of its sports cars with the functional package of a small SUV. For 2017, three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a new 2.0-liter turbo four-cylinder. Typically equipped S models land in the low-$60,000 range, and the uplevel Turbo starts at $76,000. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Reliability has improved to average.

Overall Score	74
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	85
Crash Prevention	Opt.

Base Price: $47,500-$76,000
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmission: 7-speed sequential

Reliability History

TROUBLE SPOTS	Porsche Macan 14	15	16
Engine Major		▲▲	▲▲
Engine Minor		▲▲	▲▲
Engine Cooling		▲▲	▲▲
Transmission Major		▲▲	▲▲
Transmission Minor		▲▲	▲
Drive System		▲▲	▲▲
Fuel System		▲	▲▲
Electrical		▲▲	▲▲
Climate System		▲▲	▲▲
Suspension		▲	▲▲
Brakes		▲▲	▲
Exhaust		!	▲
Paint/Trim		▲▲	▲▲
Noises/Leaks		▲	▲▲
Body Hardware		▲▲	▲▲
Power Equipment		▲▲	▲▲
In-Car Electronics		!	▼▼
USED CAR VERDICTS		▼	!
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 76
Height (in.) 64
Wheelbase (in.) 111
Weight (lb.) 4,415
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 29
Towing Capacity (lb.) 5,220
Fuel
Premium
CR overall mpg 19

WORSE — BETTER

Porsche Panamera

THE REDESIGNED PANAMERA features new turbo engines and a high-tech, touch-activated control layout that features a new electronic gear selector. Optional air suspension and advanced safety features are also included. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. In our tests we found the Panamera enjoyable to drive, with excellent handling and cornering grip. The ride was a bit on the firm side for a luxury car, though.

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $85,000-$146,900
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp)
Transmission: 8-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 76
Height (in.) 56
Wheelbase (in.) 116
Weight (lb.) 4,125
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 1,375
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

Reliability History

TROUBLE SPOTS	Porsche Panamera 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Ram 1500

THIS IS THE most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. Reliability has been well below average.

Overall Score	54
Predicted Reliability	▼
Owner Satisfaction	!
Road Test Score	81-82
Crash Prevention	NA

Base Price: $26,295-$56,295
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Big Horn, Express, HFE, Laramie, Laramie Limited, Lone Star, Outdoorsman, Rebel, SLT, Sport, Tradesman
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0L V6 turbodiesel (240 hp); 3.6: V6 (305 hp); 5.7L V8 (395 hp)
Trans: 6-spd auto; 8-spd auto

Facts & Figures

Exterior Dimensions
Length (in.) 229
Width (in.) 79
Height (in.) 79
Wheelbase (in.) 141
Weight (lb.) 5,495
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,270
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,050
Fuel
Regular or diesel
CR overall mpg 15-20

Reliability History

TROUBLE SPOTS	Ram 1500 14	15	16
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▼	!	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	!	▲	▲
Paint/Trim	!	▲	▲
Noises/Leaks	▼	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▼	▼	▲
In-Car Electronics	▼	!	▲
USED CAR VERDICTS	▼	▼	▼
NEW CAR PREDICTION	Much worse than average		▼

Smart ForTwo

ALTHOUGH THE SECOND-GENERATION Smart is improved, it's still not a smart choice unless easy parking is a priority. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive, but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic is better than the original's rocky-shifting transmission but still causes idle vibration. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access. An electric-drive version is also available.

Overall Score	41
Predicted Reliability	
Owner Satisfaction	
Road Test Score	41
Crash Prevention	Opt.

Base Price: $14,650-$20,990
Body Styles: 2-door hatchback; convertible
Trim Lines: Passion, Prime, Proxy, Pure
Drive Wheels: Rear
Seating: 2 front
Engines: Electric (80 hp); 0.9-liter 3 turbo (89 hp)
Transmissions: 5-speed manual; 6-speed sequential; 1-speed direct

Reliability History

TROUBLE SPOTS	Smart ForTwo 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 106
Width (in.) 65
Height (in.) 61
Wheelbase (in.) 74
Weight (lb.) 2,140
% weight front/rear 45/55
Cargo Measurement
Max. Load (lb.) 465
Cargo Volume, cu.ft. 8
Towing Capacity (lb.) . . . . . NR
Fuel
Premium or electric
CR overall mpg 36

Subaru BRZ

DEVELOPED WITH TOYOTA, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or an automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than its mechanical sibling, the Toyota 86 (the old Scion FR-S). That difference makes the BRZ less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Base Price: $25,395-$28,495
Body Styles: coupe
Trim Lines: Limited, Premium
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engine: 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Subaru BRZ 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 30

Subaru Crosstrek

THE CROSSTREK IS a small quasi-SUV version of the previous-generation Impreza hatchback, with a raised ride height that gives it enough clearance to slosh through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine occasionally has to work hard, but fuel economy is a gratifying 26 mpg. The costlier Hybrid, which got 28 mpg, has been discontinued for 2017. In the end, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding, even if its lower ride height makes cabin access a bit more difficult. A redesign based on the new Impreza arrives this summer.

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $21,695-$25,195
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 (148 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 104
Weight (lb.) 3,165
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 26

Reliability History

TROUBLE SPOTS	Subaru Crosstrek 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Subaru Forester

HITTING THE SWEET spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced at times. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest $30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes forward-collision warning.

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Base Price: $22,595-$34,295
Body Styles: 4-door SUV
Trim Lines: 2.0XT Premium, 2.0XT Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 104
Weight (lb.) 3,370
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 26

Reliability History

TROUBLE SPOTS	Subaru Forester 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Subaru Impreza

THE REDESIGNED 2017 Impreza compact has more available safety equipment and a roomier interior. Still available in both sedan and five-door hatchback body styles, the Impreza continues to feature standard all-wheel drive. The new car has a more comfortable ride, handling is more agile, and the cabin is considerably quieter. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic and is not overly intrusive; a five-speed manual gearbox is also available. The infotainment screen is easy to use, and the rear seat is comfortable. Subaru's EyeSight suite of advanced safety gear, including automatic emergency braking, is available.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $18,395-$24,595
Body Styles: sedan; wagon
Trim Lines: 2.0i, Limited, Premium, Sport
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engin: 2.0-liter 4 (152 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Subaru Impreza 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 105
Weight (lb.) 3,085
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 32

Subaru Legacy

THE LEGACY IS one of the roomier, quieter, and more refined midsized sedans—attributes that help it become one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. A rear camera is standard. Advanced safety gear such as blind-spot monitoring and the EyeSight safety suite, including automatic emergency braking, is optional.

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Base Price: $21,995-$31,640
Body Styles: sedan
Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Subaru Legacy 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 108
Weight (lb.) 3,470
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26

Subaru Outback

AN SUV ALTERNATIVE, the Outback wagon is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling. Standard AWD delivers reassuring traction in wintry conditions. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. Opting for the 3.6-liter six-cylinder makes the car quicker, quieter, and thirstier, conceding 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to a Forester or Toyota RAV4, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking and blind-spot monitoring.

Overall Score	73-75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Base Price: $25,645-$38,195
Body Styles: wagon
Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmission: CVT

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 108
Weight (lb.) 3,640
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 2,700
Fuel
Regular
CR overall mpg 22-24

Reliability History

TROUBLE SPOTS	Subaru Outback 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Subaru WRX/STI

WITH ITS BLISTERING acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and a CVT is optional. Power is abundant, handling is nimble, and the WRX is very capable on the track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight assistance package includes lane-keep assist, pre-collision braking, and lane-departure warning. Blind-spot detection and rear cross-traffic alert are also available. Recent updates include new exterior styling, enhanced suspension tuning, and interior refinements. Reliability has dropped to below average.

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Base Price: $26,695-$39,995
Body Styles: sedan
Trim Lines: STI, STI Limited, WRX, WRX Limited, WRX Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 103
Weight (lb.) 3,320
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Reliability History

TROUBLE SPOTS	Subaru WRX/STI 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Tesla Model S

RECEIVING A MIDYEAR freshening, this sporty four-door luxury car seats five (or seven with the optional rear-facing jump seats) and just happens to be electric. With its optional 90-kWh battery—the largest available—it has a claimed range of 294 miles. The 85-kWh P85D that we tested had a 220-mile range and can be fully charged in about 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions but can be distracting. Drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available. Reliability has improved to average.

Overall Score	87
Predicted Reliability	
Owner Satisfaction	
Road Test Score	100
Crash Prevention	Std./

Base Price: $71,600-$125,800
Body Styles: sedan
Trim Lines: 100D, 60, 60D, 75, 75D, 90D, P100D
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (315 hp); Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	Tesla Model S 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 57
Wheelbase (in.) 117
Weight (lb.) 4,960
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 87

Tesla Model X

THE ELECTRIC-POWERED MODEL X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold, which compromises utility. Like the S, the Model X is very quick and handles well. Ride comfort and noise isolation aren't as good as in the S, however. The 90-kWh version we tested had a realistic 230-mile range. First-year reliability has been well below average.

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Base Price: $87,600-$137,600
Body Styles: 4-door SUV
Trim Lines: 100D, 75D, 90D, P100D
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	Tesla Model X 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 82
Height (in.) 64
Wheelbase (in.) 117
Weight (lb.) 5,415
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,170
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) 5,000
Fuel
Electric
CR overall mpg 92

ALERT This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings and keep your hands on the wheel.

Toyota 4Runner

TOUGH AND READY to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs on all other counts. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low in our testing to be recommended.

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	NA

Base Price: $34,010-$42,325
Body Styles: 4-door SUV
Trim Lines: Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 2 third
Engine: 4.0-liter V6 (270 hp)
Transmission: 5-speed automatic

Reliability History

TROUBLE SPOTS	Toyota 4Runner 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 76
Height (in.) 72
Wheelbase (in.) 110
Weight (lb.) 4,665
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 44.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 18

Toyota 86

FOR 2017, THE Scion FR-S is renamed as the Toyota 86. Jointly developed with Subaru, the rear-wheel-drive 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or an automatic transmission. Its low curb weight and optimal weight distribution give it precise handling at its limits. In corners, the car turns in promptly—with almost no body lean—but it can be challenging at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	NA

Base Price: $26,255-$26,975
Body Styles: coupe
Trim Lines: Base
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engine: 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Toyota 86 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 30

Toyota Avalon

SPACIOUS, QUICK, AND quiet, the Avalon is an old-school big sedan updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Avalons from 2013-15 had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. The 2017 Avalon brings standard advanced safety features such as automatic emergency braking.

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Base Price: $33,250-$42,550
Body Styles: sedan
Trim Lines: Hybrid Limited, Hybrid XLE Plus, Hybrid XLE Premium, Limited, XLE, XLE Plus, XLE Premium, XLE Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmission: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 111
Weight (lb.) 3,590
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 930
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 24

Reliability History

TROUBLE SPOTS	Toyota Avalon 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota C-HR

APPARENTLY, TOYOTA THINKS what the world needs is another Nissan Juke: Witness the C-HR, or Coupe High-Rider. Along with its funky and polarizing styling, the C-HR ticks all of the boxes in order to stand out in the hot and ever-growing tiny crossover segment. It features a hatchback for easy cargo storage and access, and the folding rear seats give it additional practicality. The raised cabin height and bulky fenders lend it macho SUV-like cred. Hidden rear door handles give the impression that it's a two-door coupe. Getting this tidy package underway is the responsibility of a 2.0-liter four-cylinder engine mated to a continuously variable transmission. Initially, just front-wheel drive will be offered. The C-HR goes on sale this spring.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $19,000-$24,000E
Body Styles: 4-door SUV
Trim Lines: XLE, XLE Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 (144 hp)
Transmission: CVT

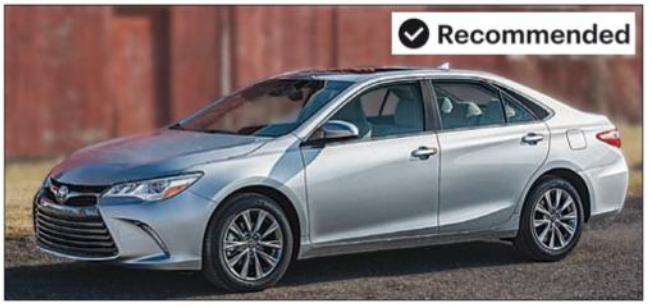
Facts & Figures

Exterior Dimensions
Length (in.) 171
Width (in.) 71
Height (in.) 62
Wheelbase (in.) 104
Weight (lb.) . . . . . NA
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg . . . . . NA

Reliability History

TROUBLE SPOTS	Toyota C-HR 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Toyota Camry



SURE, IT MIGHT seem vanilla, but the Camry truly delivers what shoppers want in a midsized sedan. The Camry's no-fuss driving experience—great outward visibility, controls that fall easily to hand, a roomy interior—may not be the most thrilling in its class, but it's far from its undeserved boring reputation. A quiet cabin, slick powertrains, a comfortable ride, and sound handling make it pleasant and capable. Year after year this sedan delivers outstanding reliability and solid owner satisfaction. The Camry acquitted itself well in crash tests, and fuel economy is competitive. We got 26 mpg overall with the V6 and 28 mpg with the four-cylinder, topping out with the Hybrid's 38 mpg. A redesigned model comes out later in 2017.

Overall Score	83-85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84-87
Crash Prevention	Opt.

Base Price: $23,070-$31,370
Body Styles: sedan
Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, LE, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (178 hp); 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,155
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26-38

Reliability History

TROUBLE SPOTS	Toyota Camry 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Corolla

THE COROLLA DELIVERS a relatively comfortable ride for a small car and has a quiet, spacious interior. Handling is lackluster but very secure. A sportier S version has a tauter suspension with marginally better handling. The continuously variable transmission is fine when loafing around but can elicit loud engine noise under higher revs. Fuel economy is excellent at 32 mpg overall and returns 43 mpg on the highway. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Upscale features include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. The rear seat is one of the roomiest in the category. For 2017, Toyota has made forward-collision warning with automatic emergency braking standard.

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Base Price: $18,500-$22,680
Body Styles: sedan
Trim Lines: 50th Anniversary Edition, L, LE, LE Eco, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,900
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Reliability History

TROUBLE SPOTS	Toyota Corolla 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Corolla iM

THE IM IS essentially a better-handling Corolla hatchback and is highlighted by its angular styling and sub-$20,000 starting price. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. A sunroof is not available. For 2017, Toyota retired the Scion brand, so this car is now called Corolla iM. Also new for 2017, Toyota has made forward-collision warning with automatic braking standard.

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Base Price: $18,750-$19,490
Body Styles: 4-door hatchback
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.8-liter 4 (137 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Toyota Corolla iM 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 171
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 102
Weight (lb.) 2,990
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 21
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Toyota Highlander

THE TOYOTA HIGHLANDER ranks among the best midsized, three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—seven with optional second-row captain's chairs—and folds flat easily for more cargo stowage. The punchy 3.5-liter V6 is matched to an eight-speed automatic for 2017. The Hybrid gets 25 mpg overall compared with the conventional engine's 20. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is standard for the 2017 model year.

Overall Score	85-86
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84-85
Crash Prevention	Std./

Base Price: $30,630-$47,880
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Toyota Highlander 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 76
Height (in.) 70
Wheelbase (in.) 110
Weight (lb.) 4,570
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 40.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20-25

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Toyota Land Cruiser

TOYOTA'S FLAGSHIP SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. Coupled with an eight-speed automatic transmission, it's luxurious, quick, quiet, comfortable, and refined. We tested it with the old six-speed transmission, and it proved thirsty for fuel, at 14 mpg overall. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Blind-spot monitoring, lane-departure warning, and rear cross-traffic alert are standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68
Crash Prevention	Std./

Base Price: $84,325
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engine: 5.7-liter V8 (381 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Toyota Land Cruiser 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 78
Height (in.) 74
Wheelbase (in.) 112
Weight (lb.) 5,855
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,230
Cargo Volume, cu.ft. 43
Towing Capacity (lb.) 8,200
Fuel
Regular
CR overall mpg 14

Toyota Mirai

THE $57,000 MIRAI is the first hydrogen-powered fuel-cell vehicle available for retail sale. It has a range of 300 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It usually takes 15 minutes to fill the tank. The Mirai is sold only in areas near existing or planned fueling stations on the coasts. Acceleration from the 153-hp electric motor feels sluggish in this heavy sedan, but otherwise it feels like driving a conventional car. It's about the size of a Camry and seats four. The optional power takeoff can let owners run their home if the power goes out. It is on sale in California and in the Northeast, and Toyota is offering free fuel for the duration of the $499 per month, three-year lease.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $57,500
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 2 rear
Engine: Electric (153 hp)
Transmission: 1-speed direct

Reliability History

TROUBLE SPOTS	Toyota Mirai 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 72
Height (in.) 50
Wheelbase (in.) 109
Weight (lb.) 4,100
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 690
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Hydrogen
EPA combined mpg 67

Toyota Prius

IN OUR TESTS the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. On top of that, the new car also handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can still drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, is new. For the 2017 model year, forward-collision warning with automatic braking is standard.

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Base Price: $24,685-$30,015
Body Styles: 4-door hatchback
Trim Lines: Four, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.8-liter 4 hybrid (121 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,080
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 22
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 52

Toyota Prius C

THIS SMALLER, LESS expensive alternative to the regular Prius feels like a Spartan subcompact, but with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Reliability is above average, but the Prius C scored too low to be recommended. For the 2017 model year, automatic emergency braking is standard.

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Std./

Base Price: $19,560-$24,495
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.5-liter 4 hybrid (99 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius C 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 159
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 100
Weight (lb.) 2,545
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 845
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 43

Toyota Prius Prime

THE PRIME IS a plug-in Prius that can usually drive about 23 miles on electricity only. It can cruise on electric-only power at speeds up to 84 mph, but the gas engine tends to start up in cold weather and at highway speeds, even in EV mode. It takes about two hours to charge the Prime through a 240V connector. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power. With slightly altered styling than the regular Prius, the Prime is can hold only four passengers, and it loses the rear wiper. Ride and handling are quite similar to the regular Prius, with responsive handling and a compliant ride. Standard safety features include automatic emergency braking and lane-keep assist.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $27,100-$33,100
Body Styles: 4-door hatchback
Trim Lines: Advanced, Plus, Premium
Drive Wheels: Front
Seating: 2 front, 2 rear
Engine: 1.8-liter 4 hybrid (121 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius Prime 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,410
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 670
Cargo Volume, cu.ft. 20
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 54

Toyota Prius V

THIS WAGON VERSION of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41-mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound and secure but hardly inspiring. Rear visibility is better than in the standard Prius. A larger 4.1-inch dash-top screen for trip computer functions is also new.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Base Price: $26,675-$30,935
Body Styles: wagon
Trim Lines: Five, Four, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.8-liter 4 hybrid (134 hp)
Transmission: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius V 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 109
Weight (lb.) 3,280
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 41

Toyota RAV4

FOR YEARS, THE RAV4 has consistently been among the top-ranked small SUVs. The current RAV4's cabin is quieter, the ride is smoother, it has a suite of advanced safety features, and it offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. For the 2017 model year, automatic emergency braking is standard.

Overall Score	78-79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-75
Crash Prevention	Std./

Base Price: $24,910-$36,150
Body Styles: 4-door SUV
Trim Lines: Hybrid Limited, Hybrid XLE, LE, Limited, Platinum, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 3,620
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 37
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 24-31

Reliability History

TROUBLE SPOTS	Toyota RAV4 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Sequoia

THE BIG, EIGHT-PASSENGER Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Blind-spot monitoring and lane-departure warning are available. Electronic connectivity includes Toyota's Entune touch-screen audio system.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	60
Crash Prevention	NA

Base Price: $45,460-$65,215
Body Styles: 4-door SUV
Trim Lines: Limited, Platinum, SR5
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engine: 5.7-liter V8 (381 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 80
Height (in.) 75
Wheelbase (in.) 122
Weight (lb.) 6,025
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,230
Cargo Volume, cu.ft. 61
Towing Capacity (lb.) 7,300
Fuel
Regular
CR overall mpg 15

Reliability History

TROUBLE SPOTS	Toyota Sequoia 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Toyota Sienna

AS MINIVANS GO, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides very comfortably and is quiet inside, but handling is lackluster. The 3.5-liter V6 is lively and returned a respectable 20 mpg overall in our tests with the six-speed automatic, which gets replaced by an eight-speed for 2017. The all-wheel-drive version—the only such minivan on the market—sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The 2017 update also brought a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion airbag. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over the Honda Odyssey.

Overall Score	78-80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Base Price: $29,750-$47,310
Body Styles: minivan
Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engine: 3.5-liter V6 (296 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 71
Wheelbase (in.) 119
Weight (lb.) 4,550
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,290
Cargo Volume, cu.ft. 70.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 19-20

Reliability History

TROUBLE SPOTS	Toyota Sienna 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Tacoma

THE TACOMA REMAINS as rough and tumble as it has always been. Toyota's compact pickup features a 3.5-liter V6 hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available. First-year reliability of the redesign has been well below average.

Overall Score	41
Predicted Reliability	
Owner Satisfaction	
Road Test Score	46
Crash Prevention	NA

Base Price: $24,120-$40,760
Body Styles: crew cab; extended cab
Trim Lines: Limited, SR, SR5, TRD Off-Road, TRD Sport
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 212
Width (in.) 74
Height (in.) 71
Wheelbase (in.) 127
Weight (lb.) 4,450
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,000
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,400
Fuel
Regular
CR overall mpg 19

Reliability History

TROUBLE SPOTS	Toyota Tacoma 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Toyota Tundra

DESPITE A RECENT freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower.

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	63
Crash Prevention	NA

Base Price: $30,020-$50,030
Body Styles: crew cab; extended cab; regular cab
Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5, TRD Pro
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 229
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 146
Weight (lb.) 5,740
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,395
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,000
Fuel
Regular
CR overall mpg 15

Reliability History

TROUBLE SPOTS	Toyota Tundra 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Yaris

THE YARIS REMAINS a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2017 model year, automatic emergency braking is standard.

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	47
Crash Prevention	Std./

Base Price: $15,250-$18,000
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: L, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.6-liter 4 (106 hp)
Transmissions: 4-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 154
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 99
Weight (lb.) 2,385
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 845
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Reliability History

TROUBLE SPOTS	Toyota Yaris 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Yaris iA

FOR 2017, THE Scion iA is renamed the Toyota Yaris iA. This four-door sedan is actually built by Mazda and is based on the new Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder coupled to either a six-speed manual or an automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that helps the driver avoid collisions. A backup camera is standard. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	60
Crash Prevention	Std./

Base Price: $15,950-$17,050
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 1.5-liter 4 (106 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Toyota Yaris iA 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 101
Weight (lb.) 2,420
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 35

Volkswagen Atlas

VOLKSWAGEN IS JOINING the three-row family SUV segment with its all-new Atlas, which goes on sale this spring. It will have two engines, both of which are mated to an eight-speed automatic: a 235-hp, 2.0-liter turbocharged four-cylinder and a 276-hp, 3.6-liter V6. Front-wheel drive is standard with both engines, but the V6 can also be paired with all-wheel drive. Advanced safety features such as adaptive cruise control and forward-collision warning with automatic braking will be available. The cabin is uncluttered, and the third-row seat is roomy enough for adults. Infotainment will be available with Android Auto and Apple CarPlay compatibility. Pricing is expected to start at $30,000 and span to $48,000.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $30,000-$48,000E
Body Styles: 4-door SUV
Trim Lines: 2.0T, V6
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volkswagen Atlas 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 78
Height (in.) 70
Wheelbase (in.) . . . . . NA
Weight (lb.) . . . . . NA
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NA
Fuel
Premium
CR overall mpg . . . . . NA

Volkswagen Beetle

THE BEETLE COUPE and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Recent updates include an available rearview camera and blind-spot detection. Reliability has been well below average.

Overall Score	46
Predicted Reliability	
Owner Satisfaction	
Road Test Score	59
Crash Prevention	NA

Base Price: $19,995-$32,550
Body Styles: 2-door hatchback; convertible
Trim Lines: Classic, Dune, S, SE, SEL
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 turbo (170 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Reliability History

TROUBLE SPOTS	Volkswagen Beetle 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 71
Height (in.) 59
Wheelbase (in.) 100
Weight (lb.) 3,040
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 835
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 27

Volkswagen CC

STYLE TRUMPS FUNCTION in the CC, resulting in a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbo four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. The more powerful 280-hp, 3.6-liter V6 and AWD have been discontinued for 2017. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, such as a sunroof and rearview camera, are available only on higher-trim versions. Recent additions include lane-keeping assist and adaptive cruise control.

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Opt.

Base Price: $34,475-$37,820
Body Styles: sedan
Trim Lines: Executive, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 turbo (200 hp)
Transmission: 6-speed automatic

Reliability History

TROUBLE SPOTS	Volkswagen CC 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 73
Height (in.) 56
Wheelbase (in.) 107
Weight (lb.) 3,420
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) 2,000
Fuel
Premium
CR overall mpg 26

Volkswagen GTI

THE GTI CONTINUES to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are now available. Reliability has dropped below average.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Base Price: $24,995-$34,395
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: Autobahn, S, SE, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)
Transmissions: 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 166
Width (in.) 70
Height (in.) 58
Wheelbase (in.) 102
Weight (lb.) 3,155
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,045
Cargo Volume, cu.ft. 24
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 29

Reliability History

TROUBLE SPOTS	Volkswagen GTI 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Golf

THE GOLF IS a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. The Alltrack, an AWD model with a raised ride height, is new for 2017. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert. Reliability has been below average.

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Base Price: $19,895-$39,375
Body Styles: 4-door hatchback
Trim Lines: eGolf, R, S, Wolfsburg
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (134 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 104
Weight (lb.) 3,090
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,005
Cargo Volume, cu.ft. 24
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 28

Reliability History

TROUBLE SPOTS	Volkswagen Golf 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Golf Alltrack

VOLKSWAGEN TURNED THE Golf wagon into a small-SUV alternative with the Alltrack by endowing it with standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The Alltrack feels substantial, thanks to a quiet cabin, solid feel, and a compliant—if a bit firm—ride. Expect 25 mpg overall from the 1.8-liter, 170-hp turbo four. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space. The Alltrack can get expensive; desirable features such as automatic climate control and power seats come only on the top SEL trim. Automatic emergency braking is optional, but blind-spot monitoring is not available.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Base Price: $26,950-$32,890
Body Styles: wagon
Trim Lines: S, SE, SEL
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engine: 1.8-liter 4 turbo (170 hp)
Transmission: 6-speed sequential

Reliability History

TROUBLE SPOTS	Volkswagen Golf SportWagen 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 104
Weight (lb.) 3,465
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,010
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25

Volkswagen Jetta

A LITTLE BIGGER than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. Handling is responsive, and the ride is comfortable. The refined and energetic 1.4-liter turbocharged four-cylinder delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a tauter suspension that delivers nimbler handling, better brakes, and a richer-looking interior. The Hybrid that got 37 mpg overall in our tests has been discontinued for 2017. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors'. Reliability has dropped to well below average.

Overall Score	57-59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-79
Crash Prevention	Opt.

Base Price: $17,895-$28,995
Body Styles: sedan
Trim Lines: GLI, S, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (150 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (210 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Reliability History

TROUBLE SPOTS	Volkswagen Jetta 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 104
Weight (lb.) 3,040
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 27-32

WORSE — BETTER

Volkswagen Passat

WITH GENEROUS INTERIOR space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsized sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder that's mated to a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus, and for 2017 VW made active safety features such as automatic emergency braking standard. Reliability has dropped below average.

Overall Score	64-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-82
Crash Prevention	Std./

Base Price: $22,440-$34,270
Body Styles: sedan
Trim Lines: R-Line, S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp); 3.6-liter V6 (280 hp)
Transmissions: 6-speed automatic; 6-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 110
Weight (lb.) 3,320
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,115
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 23-28

Reliability History

TROUBLE SPOTS	Volkswagen Passat 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Tiguan

THIS SOLID AND nimble small SUV has high-end interior fit and finish and spacious rear seating, but the cargo area is small. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that keeps the Tiguan secure and unflappable at its limits. With its 19-inch tires, the SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. Automatic climate control is available only on the SEL, however. The 2.0-liter turbocharged four-cylinder is smooth but yielded a not-so-stellar 21 mpg overall in our tests. A redesign will be available this summer.

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	NA

Base Price: $24,995-$36,475
Body Styles: 4-door SUV
Trim Lines: S, SEL, Sport, Wolfsburg
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engine: 2.0-liter 4 turbo (200 hp)
Transmission: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 103
Weight (lb.) 3,785
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,145
Cargo Volume, cu.ft. 30
Towing Capacity (lb.) 2,200
Fuel
Premium
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Volkswagen Tiguan 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Volkswagen Touareg

THE SUBSTANTIAL TOUAREG has the feel of a premium SUV, with sharp handling and a luxurious interior with wide, supportive seats that deliver all-day comfort. The only engine is a 3.6-liter V6 mated to an eight-speed automatic transmission. In our tests of the now-discontinued V6 turbodiesel, it pulled effortlessly and had a generous towing capacity. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but the almost-$50,000 Touareg we sampled lacked some common luxury features, such as a sunroof. The top-of-the-line hybrid version has been discontinued.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $49,495-$60,195
Body Styles: 4-door SUV
Trim Lines: Executive, Sport, Wolfsburg
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engine: 3.6-liter V6 (280 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volkswagen Touareg 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 76
Height (in.) 67
Wheelbase (in.) 114
Weight (lb.) 5,060
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,105
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 7,700
Fuel
Premium
EPA combined mpg 19

Volvo S60

THE S60 OFFERS fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. But some controls are unintuitive, the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has raised ground clearance. The Inscription model adds almost 3 inches of rear legroom. Reliability has been average.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Base Price: $33,950-$60,000
Body Styles: sedan
Trim Lines: Cross Country, Polestar, T5, T5 Inscription, T6
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo S60 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,610
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 25

Volvo S90

THOUGH PLUSH AND ornate, the S90 falls short of the refinement expected of a midsized luxury sedan, due to the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available only on the T6 for now. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. A wagon version, called the V90, is also available.

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./

Base Price: $46,950-$56,250
Body Styles: sedan
Trim Lines: T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (407 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	4,085
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	3,500

Fuel
Premium
CR overall mpg 23

Reliability History

TROUBLE SPOTS	Volvo S90 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volvo V60

THIS WAGON VERSION of the S60 has fairly agile handling, but the ride is too stiff. The four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is chintzy and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The AWD Cross Country version has higher ground clearance. Reliability has improved to average, but the V60 scores too low to recommend.

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./

Base Price: $36,150-$61,600
Body Styles: wagon
Trim Lines: Cross Country, Polestar, T5, T6
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)
Transmission: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	73
Height (in.)	61
Wheelbase (in.)	109
Weight (lb.)	3,925
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	990
Cargo Volume, cu.ft.	26
Towing Capacity (lb.)	3,300

Fuel
Regular
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Volvo V60 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Volvo XC60

THOUGH A GOOD choice overall, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is stiff, but handling is responsive and secure. The turbocharged four-cylinder engines are responsive and coupled to a smooth eight-speed automatic. Wind and road noise are well-suppressed. The interior is well-constructed with high-quality materials, but many controls are too fussy to use. The seats are nicely shaped and comfortable up front, although rear legroom is a bit tight. Some controls are overly complicated. City Safe automatic braking is standard and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey. A new XC60 has been introduced and will go on sale later this year.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Base Price: $40,950-$51,000
Body Styles: 4-door SUV
Trim Lines: T5, T6, T6 R-Design
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo XC60 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 67
Wheelbase (in.) 109
Weight (lb.) 4,275
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

Volvo XC90

THE XC90 IS a competitive three-row SUV. Base models use a 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff—though the optional air suspension makes it slightly better. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that's frustrating to use. Many electronic safety features are available. First-year reliability has been well below average.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Std./

Base Price: $45,750-$104,900
Body Styles: 4-door SUV
Trim Lines: T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (250 hp, 316 hp); 2.0-liter 4 hybrid (400 hp)
Transmission: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo XC90 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 84
Height (in.) 70
Wheelbase (in.) 118
Weight (lb.) 4,595
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,210
Cargo Volume, cu.ft. 35
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 20

ALERT This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings and keep your hands on the wheel.

Road Tests Highlights

Consumer Reports conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list test results from Consumer Reports testing, which allow you to easily compare models. Here is an explanation about the criteria that appear in the charts:

■ **Make & model** specifies the model and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different test results depending on the trim and equipment level, body style, and engine type.

■ **Trans** indicates the transmission type and number of speeds. Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential, and 1-spd. dir. is 1-speed direct drive.

■ **HP** is the horsepower of the engine tested.

■ **Engine** notes displacement, number of cylinders, and configuration we tested.

■ **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and highway driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling, with the figure indicating the number of seconds needed to reach those speeds. The **¼-mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Performance** includes our emergency-handling and turning circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

For more information on the vehicles we have tested and to continue your research, visit our comprehensive website at CR.org. Subscribers have access to all of our test results, detailed reliability and owner satisfaction ratings, and our expert reviews.

PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 MPH (sec.)	0 - 60 MPH (sec.)	1/4 mi. (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Acura ILX Premium	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RDX	auto 6	279	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 6	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Audi A3 Premium	seq 6	186	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 3.0T	auto 8	333	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 4.0T	auto 8	450	4.0-liter V8 turbo	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q7 Premium Plus	auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 330i xDrive	auto 8	248	2.0-liter 4 turbo	26	17	39	2.8	6.9	15.2 @ 97	129	143	55.0	40
BMW 750i xDrive	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M240i	man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW X1 xDrive28i	auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X3 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	30	2.9	7.3	15.8 @ 91	130	138	53.0	40
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
Buick Cascada Premium	auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Enclave Leather	auto 6	288	3.6-liter V6	15	10	24	3.0	7.9	16.2 @ 87	142	153	50.0	43
Buick Encore Preferred II	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Envision Premium	auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick LaCrosse Essence	auto 8	310	3.6-liter V6	24	16	36	2.8	6.3	14.8 @ 100	127	144	54.0	39
Buick Regal Premium I	auto 6	259	2.0-liter 4 turbo	24	15	35	2.9	7.4	15.9 @ 92	125	134	53.5	39
Cadillac ATS Luxury	auto 8	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Luxury	auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Luxury	auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium Luxury	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Impala Premier	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Malibu LT	auto 6	160	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet SS	auto 6	415	6.2-liter V8	17	12	23	2.2	5.1	13.5 @ 110	118	124	56.0	39
Chevrolet Suburban Premier	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Traverse LT	auto 6	288	3.6-liter V6	16	11	23	3.0	7.9	16.2 @ 87	141	161	50.0	42
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38

*Composite of electric and gas. **MPG equivalent

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 MPH (sec.)	0 - 60 MPH (sec.)	1/4 mi. (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Grand Caravan GT	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
Dodge Journey GT	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 500 Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500 Lounge	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
Fiat 500C Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11.0	18.1 @ 76	129	137	53.0	34
Fiat 500L Pop	auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-MAX Energi	CVT	188	2.0-liter 4 + electric	47*	45*	49*	3.3	8.1	16.4 @ 89	136	146	50.5	41
Ford C-MAX Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford Edge SEL	auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Expedition Limited EL	auto 6	365	3.5-liter V6 turbo	14	10	19	2.7	7.2	15.7 @ 91	136	155	45.0	45
Ford Explorer XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT (2.7L)	auto 6	325	2.7-liter V6 turbo	17	12	22	2.9	7.0	15.5 @ 94	137	155	45.5	49
Ford F-150 XLT (3.5L)	auto 10	375	3.5-liter V6 turbo	16	11	22	2.9	7.2	15.7 @ 93	139	156	46.5	49
Ford Fiesta hatchback SE	man 5	123	1.0-liter 3 turbo	35	25	46	3.1	9.0	17.2 @ 83	125	133	56.0	35
Ford Fiesta hatchback SES	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Fiesta sedan SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Flex SEL	auto 6	365	3.5-liter V6 turbo	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus Electric	1-spd. dir.	143	Electric	111**	104**	116**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Focus Sedan SE (1.0T)	auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus Sedan SE (2.0L)	seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus ST	man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Fusion Hybrid SE	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion Titanium	auto 6	245	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT Premium	man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
Ford Taurus Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
Genesis G80 3.8 (AWD)	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
Genesis G90 Premium (AWD)	auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
GMC Acadia Denali	auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 SLT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Yukon SLT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Honda Accord EX-L	auto 6	278	3.5-liter V6	26	16	39	2.7	6.3	14.7 @ 99	139	150	52.5	40
Honda Accord LX	CVT	185	2.4-liter 4	30	21	40	3.3	7.7	16.0 @ 92	136	148	53.0	41
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 MPH (sec.)	0 - 60 MPH (sec.)	1/4 mi. (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Pilot EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Accent Sedan SE	auto 6	137	1.6-liter 4	31	20	45	3.7	10.3	17.8 @ 82	134	146	51.5	37
Hyundai Elantra SE	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Santa Fe SE	auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Santa Fe Sport Base	auto 6	190	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	50.5	37
Hyundai Sonata SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
Hyundai Tucson SE	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson Sport	seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Hyundai Veloster Base	man 6	138	1.6-liter 4	31	24	37	3.2	9.2	17.1 @ 83	131	142	54.0	36
Infiniti Q50 3.0t Premium (AWD)	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70 3.7	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti Q70 Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
Infiniti QX30 Premium	seq 7	208	2.0-liter 4 turbo	25	17	32	2.8	7.1	15.6 @ 93	122	134	57.0	38
Infiniti QX60 Base	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX70 Base	auto 7	325	3.7-liter V6	18	13	24	2.7	6.8	15.2 @ 95	133	147	51.0	40
Infiniti QX80	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar F-Pace Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar XF Prestige (AWD)	auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2 @ 102	128	140	51.0	39
Jaguar XJL Portfolio	auto 8	340	3.0-liter V6 supercharged	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Latitude	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
Jeep Cherokee Limited	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Grand Cherokee Limited Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Unlimited Sahara	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
Kia Forte LX	auto 6	147	2.0-liter 4	33	21	49	3.6	10.1	17.6 @ 83	128	137	52.5	38
Kia Optima EX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Rio EX	auto 6	138	1.6-liter 4	30	22	39	3.5	9.5	17.3 @ 83	138	148	54.5	37
Kia Sedona EX	auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	auto 6	161	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Land Rover Discovery Sport HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Lexus CT 200h	CVT	134	1.8-liter 4 hybrid	40	31	47	3.8	11.0	18.3 @ 78	133	146	54.5	37
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40
Lexus ES 350	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus GS 350	auto 8	311	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300	auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus LS 460L	auto 8	386	4.6-liter V8	21	13	32	2.6	6.2	14.6 @ 101	140	153	48.5	40

*Composite of electric and gas. **MPG equivalent

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 MPH (sec.)	0 - 60 MPH (sec.)	1/4 mi. (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Lexus NX 200t	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	40
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lincoln Continental Select (AWD)	auto 6	335	2.7-liter V6 turbo	20	12	32	2.5	6.6	15.1 @ 94	127	140	51.5	39
Lincoln MKC Reserve	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ Hybrid	auto 6	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln MKZ Reserve	auto 6	245	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln Navigator Base	auto 6	380	3.5-liter V6 turbo	15	10	20	2.6	7.0	15.6 @ 90	136	151	48.5	41
Maserati Ghibli S Q4	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda3 Grand Touring	man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 Touring	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mazda CX-3 Touring	auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	auto 6	184	2.5-liter 4	25	19	32	2.8	8.0	16.2 @ 86	133	142	52.5	38
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 4MATIC	auto 7	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA250	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz E300 4MATIC	auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA250	seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC300	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz GLE350	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz GLS350d	auto 9	255	3.0-liter V6 turbodiesel	20	14	28	3.2	8.2	16.5 @ 86	136	146	44.5	41
Mercedes-Benz S550 4MATIC	auto 9	449	4.7-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Base	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Clubman Base	auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mitsubishi i-MiEV ES	1-spd. dir.	66	Electric	111**	104**	116**	4.9	14.7	20.2 @ 69	132	146	52.0	33
Mitsubishi Lancer ES	CVT	148	2.0-liter 4	25	17	34	3.9	9.8	17.6 @ 82	144	159	49.5	37
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan Altima 2.5 SV	CVT	179	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Armada Platinum	auto 7	390	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	51.0	43
Nissan Leaf SL	1-spd. dir.	107	Electric	106**	86**	118**	3.4	10.3	17.8 @ 77	136	149	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Sentra SV	CVT	124	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.5	36
Nissan Versa Note SL	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Nissan Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Porsche 718 Boxster	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche 911 Carrera S	man 7	420	3.0-liter 6 turbo	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	38
Porsche Cayenne	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40

Make & Model	Trans.	HP	Engine	CR's Fuel economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 MPH (sec.)	0 - 60 MPH (sec.)	1/4 mi. (sec. @ MPH)	From 60 MPH Dry (ft.)	From 60 MPH Wet (ft.)	AM Speed (MPH)	Turning Circle (ft.)
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49
Ram 1500 Big Horn Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49
Smart ForTwo Passion	seq 6	89	0.9-liter 3 turbo	36	25	48	4.4	11.2	18.6 @ 78	132	140	52.5	24
Subaru BRZ Premium	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Premium	CVT	148	2.0-liter 4	26	19	34	3.8	9.7	17.5 @ 82	130	148	52.5	37
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	37
Tesla Model S P90D	1-spd. dir.	532	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 90D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86 Base	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Limited	auto 6	268	3.5-liter V6	24	16	35	2.8	6.6	15.0 @ 98	135	148	52.0	42
Toyota Camry Hybrid LE	CVT	200	2.5-liter 4 hybrid	38	32	43	3.2	7.6	15.9 @ 92	133	150	51.0	40
Toyota Camry LE	auto 6	178	2.5-liter 4	28	19	38	3.3	8.6	16.7 @ 87	131	143	53.5	38
Toyota Camry XLE	auto 6	268	3.5-liter V6	26	17	37	2.7	6.4	14.8 @ 99	136	145	50.5	40
Toyota Corolla iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Corolla LE	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander Hybrid Limited	CVT	306	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Highlander XLE	auto 8	295	3.5-liter V6	20	14	27	2.9	7.5	15.9 @ 90	134	144	50.5	40
Toyota Land Cruiser	auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Four	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius V Three	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota RAV4 XLE	auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota Sequoia Limited	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	auto 8	296	3.5-liter V6	20	14	27	3.5	8.8	16.8 @ 88	134	156	49.0	40
Toyota Sienna XLE (AWD)	auto 8	296	3.5-liter V6	19	13	25	3.2	8.5	16.6 @ 87	139	155	48.5	40
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris LE	auto 4	106	1.6-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Toyota Yaris iA	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Volkswagen Beetle S	auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen CC Sport	auto 6	200	2.0-liter 4 turbo	26	18	35	3.1	7.5	15.8 @ 93	133	141	52.0	38
Volkswagen Golf Alltrack SE	seq 6	170	1.8-liter 4 turbo	25	16	36	3.2	8.5	16.6 @ 87	124	137	56.0	37
Volkswagen Golf Wolfsburg	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen GTI SE	seq 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Jetta GLI	man 6	210	2.0-liter 4 turbo	27	18	39	3.0	7.2	15.6 @ 95	132	144	54.5	37
Volkswagen Jetta SE	seq 6	150	1.4-liter 4 turbo	32	21	47	3.3	9.1	16.9 @ 86	131	144	53.0	38
Volkswagen Passat SE	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SEL	auto 6	200	2.0-liter 4 turbo	21	16	27	3.2	8.5	16.7 @ 86	140	156	53.5	39
Volvo S60 T5	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo S90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo V60 Cross Country	auto 8	240	2.0-liter 4 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC60 T6	auto 8	302	2.0-liter 4 turbo	20	14	28	2.9	7.4	15.8 @ 92	132	140	52.5	40
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **MPG equivalent

Safety Update and Crash-Test Ratings

When assessing safety, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle. As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our new overall score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In 2012 the Insurance Institute for Highway Safety added the front small-overlap crash test. It replicates a 40-mph crash in which 40 percent of the driver-side front of a car hits a rigid barrier. That's in contrast to the institute's regular offset frontal test, which replicates hitting an oncoming vehicle straight on.

Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. CR won't recommend any vehicle that scores Poor in any crash test.

Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can only be compared among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance**. A composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard; Opt. means it is optional; and a — means the feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

■ **IIHS Safety tests.** These include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to 4 times its weight for up to 5 inches of roof crush.

■ **NHTSA Safety tests.** These tests are conducted by the National Highway Traffic Safety Administration, and measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Emergency Braking, City	Automatic Emergency Braking, Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SUBCOMPACT												
Chevrolet Spark	▲	Opt.	—	—	—	Good	Good	—	—	—	—	—
Fiat 500	▲	—	—	—	Poor	Good	Good	Good	Good	▲	▲/▲▲	▲/—
Ford Fiesta	■-▲▲	—	—	—	Marg.	Good	Good	Good	Good	▲▲	▲/▲▲	▲/—
Honda Fit	▲	—	—	—	Accept.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/—
Hyundai Accent	▲	—	—	—	Poor	Good	Accept.	Good	Good	▲	▲/▲	▲/—
Hyundai Veloster	▲▲	—	—	—	Marg.	Good	Accept.	Good	Good	▲▲	▲/▲▲	▲/—
Kia Rio	▲	—	—	—	Marg.	Good	Accept.	Good	Good	▲	▲/▲▲	▲/—
Mini Cooper Base	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲	▲/▲	▲/—
Mitsubishi i-MiEV	■	—	—	—	—	—	—	—	—	▲	▲/■	▲/—
Mitsubishi Mirage	▼	—	—	—	Marg.	Good	Good	Good	Good	▲	▲/▲	▲/—
Nissan Versa	■	—	—	—	—	Good	Good	Good	Good	—	▲/—	▲/—
Nissan Versa Note	■	—	—	—	—	Good	—	—	—	—	■/—	▲/—
Smart ForTwo	■	Opt.	—	—	—	Good	Good	—	—	—	—	—

PHOTO: JOHN WALSH, JOHN POWERS

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Emergency Braking, City	Automatic Emergency Braking, Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SUBCOMPACT (Continued)												
Toyota Prius C	!	Std.	Std.	—	Accept.	Good	Good	Good	Good	^	^/^	^/—
Toyota Yaris	!	Std.	Std.	—	Marg.	Good	Good	Good	Good	^	^/^^	^/—
Toyota Yaris iA	!	—	Std.	—	Good	Good	Good	Good	Good	—	—	—
CARS: COMPACT												
Acura ILX	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Audi A3	^^	Std.	Std.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/^
BMW i3	^	Opt.	Opt.	Opt.	Good	Good	Good	Accept.	Good	—	—	—
Chevrolet Bolt	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Cruze	^^	Opt.	—	—	—	Good	Good	—	—	—	—	—
Chevrolet Sonic	^	Opt.	—	—	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Chevrolet Volt	!	Opt.	Opt.	—	Good	Good	Good	Good	Good	^^	^^/^^	^^/—
Fiat 500L	^	—	—	—	Poor	Good	Good	Good	Good	—	—	—
Ford Focus	^-^^	—	—	—	Accept.	Good	Good	Good	Good	^^	^^/^^	^/—
Ford Focus Electric	!	—	—	—	—	—	—	—	—	—	—	^^/—
Honda Civic	^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^^/—
Hyundai Elantra	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^	^/^^	^/—
Hyundai Ioniq	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Forte	^	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	^^	^/^^	^/—
Kia Niro	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Soul	^^	Opt.	—	—	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Mazda 3	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Mercedes-Benz B-Class ED	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Clubman	^^	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mitsubishi Lancer	!	—	—	—	Accept.	Good	Good	Good	Good	^	^/^	^/^
Nissan Leaf	!	—	—	—	Poor	Good	Good	—	Good	^	^/^	^/—
Nissan Sentra	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^	^/^^	^/—
Subaru Impreza	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota Corolla	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Toyota Corolla iM	^	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Toyota Mirai	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Toyota Prius Prime	—	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Volkswagen Beetle	!	—	—	—	Marg.	Good	Good	Good	Good	^^	^/^^	^/—
Volkswagen Golf	^^	Opt.	Opt.	—	Good	Good	Good	Good	Good	^^	^/^^	^/^
Volkswagen Golf Alltrack	^^	Opt.	Opt.	—	Good	Good	Good	Good	Good	^^	^/^^	—/^
Volkswagen Jetta	^	Opt.	Opt.	—	Good	Good	Good	Good	Good	^^	^/^^	^/—
CARS: MIDSIZED												
Chevrolet Malibu	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Chevrolet SS	^^	Std.	—	—	—	—	—	—	—	—	—	—
Ford C-MAX Hybrid	!	Opt.	—	—	Accept.	Good	Good	Good	Good	^	^/^^	^/—
Ford C-MAX Plug-in	!	Opt.	—	—	—	—	—	—	—	^	^/^^	^/—
Ford Fusion	!-^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/^
Honda Accord	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^^/—
Hyundai Sonata	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Kia Optima	^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^^/—
Mazda 6	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Nissan Altima	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Subaru Legacy	^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	—/^^
Subaru Outback	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	—/^
Toyota Camry	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Toyota Prius V	!	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	^/—
Volkswagen Passat	^	Std.	Std.	—	Good	Good	Good	Good	Good	^^	^/^^	^/—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Emergency Braking, City	Automatic Emergency Braking, Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED												
Acura TLX	⏫	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Alfa Romeo Giulia	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A4	⏫	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	🔼/⏫	⏫/⏫
BMW 3 Series	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	🔼/⏫	⏫/⏫
Buick Regal	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⏫	🔼/⏫	🔼/🔼
Cadillac ATS	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	⏫	⏫/⏫	⏫/⏫
Infiniti Q50	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	⏫/⏫
Jaguar XE	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus CT 200h	🔼	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Lexus ES	❗	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/—
Lexus IS	❗	Std.	Std.	Std.	—	Good	Good	—	—	⏫	🔼/⏫	⏫/⏫
Lincoln MKZ	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/🔼
Mercedes-Benz C-Class	🔼	Opt.	Std.	Std.	Good	Good	Good	Good	Good	🔼	🔼/⏫	🔼/🔼
Mercedes-Benz CLA	⏫	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz CLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Volkswagen CC	🔼	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	—	—	🔼/—
Volvo S60	⏫	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/—
Volvo V60	🔼	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
CARS: LARGE/LUXURY												
Acura RLX	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Audi A6	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Audi A7	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A8	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 5 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 7 Series	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick LaCrosse	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Cadillac CT6	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CTS	⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Cadillac XTS	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⏫	⏫/⏫	🔼/🔼
Chevrolet Impala	⏫	Opt.	Opt.	Opt.	—	Good	Good	—	—	⏫	⏫/⏫	🔼/—
Chrysler 300	🔼	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	🔼	🔼/⏫	🔼/🔼
Dodge Charger	🔼-⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	🔼/⏫	⏫/⏫
Ford Taurus	🔼	Opt.	—	—	—	Good	Good	Good	Good	⏫	⏫/⏫	🔼/🔼
Genesis G80	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Genesis G90	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Infiniti Q70	🔼-⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	🔼/—	🔼/🔼
Jaguar XF	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar XJ	🔼	—	—	—	—	—	—	—	—	—	—	—
Kia Cadenza	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia K900	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GS	🔼	Std.	Std.	Std.	—	Good	Good	—	Good	—	—	—
Lexus LS	❗	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Lincoln Continental	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Maserati Ghibli	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz E-Class	⏫	Std.	Std.	Std.	—	—	—	—	—	⏫	⏫/⏫	⏫/⏫
Mercedes-Benz S-Class	⏫	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Maxima	🔼	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/—
Porsche Panamera	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model S	⏫	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	—	—	⏫/⏫
Toyota Avalon	🔼	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/—
Volvo S90	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Emergency Braking, City	Automatic Emergency Braking, Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SPORTY/CONVERTIBLE												
Alfa Romeo 4C	—	—	—	—	—	—	—	—	—	—	—	—
Audi A5	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Audi TT	▲▲	—	—	—	—	—	—	—	—	—	—	—
BMW 2 Series	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 6 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Cascada	▲	Opt.	—	—	—	—	—	—	—	▲▲	▲/▲▲	▲/—
Chevrolet Camaro	▲▲	—	—	—	Good	Good	Good	Good	Accept.	▲▲	▲/▲▲	▲▲/—
Chevrolet Corvette	▲▲	—	—	—	—	—	—	—	—	—	—	—
Dodge Challenger	▲▲	Opt.	—	—	Marg.	Good	Good	Accept.	Accept.	▲▲	▲/▲▲	▲/—
Fiat 124	—	—	—	—	—	—	—	—	—	—	—	—
Fiat 500 Abarth/convertible	▲-▲▲	—	—	—	—	—	—	—	—	—	—	—
Ford Mustang	▲▲	Opt.	—	—	Accept.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲▲/—
Infiniti Q60	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar F-Type	—	—	—	—	—	—	—	—	—	—	—	—
Lexus LC	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lexus RC	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata	▲▲	—	—	—	—	—	—	—	—	—	—	—
Mercedes-Benz SL	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz SLC	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper S	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲	▲/▲	▲/—
Nissan Z	▲▲	—	—	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	▲▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 718 Cayman	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 911	▲▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru BRZ	▲▲	—	—	—	Accept.	Good	Good	Good	Good	—	▲/—	▲▲/—
Subaru WRX/STi	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota 86	▲▲	—	—	—	Accept.	Good	Good	Good	Good	—	▲/—	▲▲/—
Volkswagen GTI	▲▲	Opt.	Opt.	—	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/—
MINIVANS												
Chrysler Pacifica	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/—
Dodge Grand Caravan	!	—	—	—	Poor	Good	Good	Good	Good	▲	▲/▲▲	▲/—
Ford Transit Connect	▲	—	—	—	—	—	—	—	—	▲▲	▲/▲▲	▲/—
Honda Odyssey	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Sedona	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/—
Toyota Sienna	!	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
SUVs: SMALL												
Audi Q3	▲	—	—	—	Good	Good	Good	Good	Good	—	—	—
BMW X1	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Encore	▲▲	Opt.	—	—	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Chevrolet Trax	▲	Opt.	—	—	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Fiat 500X	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Ford Escape	▲	Opt.	—	—	Accept.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Honda CR-V	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Honda HR-V	▲	—	—	—	Accept.	Good	Accept.	Good	Good	▲▲	▲/▲▲	▲/▲
Hyundai Tucson	▲-▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Infiniti QX30	▲▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Cherokee	!-▲	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	▲	▲/▲▲	▲/▲
Jeep Compass	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Renegade	▲	Opt.	Opt.	Opt.	—	Good	Good	—	Good	▲	▲/▲▲	▲/!
Kia Sportage	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Emergency Braking, City	Automatic Emergency Braking, Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: SMALL (Continued)												
Lincoln MKC	⏫	Opt.	—	—	—	Good	Good	—	—	⬆	⬆/⏫	⬆/⬆
Mazda CX-3	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Mazda CX-5	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Mercedes-Benz GLA	⏫	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Countryman	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mitsubishi Outlander	!	Opt.	Opt.	—	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Mitsubishi Outlander Sport	—	—	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Nissan Juke	—	—	—	—	Poor	Good	Good	Good	Good	—	!/—	⬆/⬆
Nissan Rogue	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Porsche Macan	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru Crosstrek	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	—/⬆
Subaru Forester	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	—/⬆
Toyota C-HR	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota RAV4	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Volkswagen Tiguan	⬆	—	—	—	Marg.	Good	Good	Good	Good	⬆	!/⏫	⬆/⬆
Volvo XC60	⬆	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
SUVs: MIDSIZED/LUXURY												
Acura MDX	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Acura RDX	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Alfa Romeo Stelvio	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi Q5	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Audi Q7	⏫	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW X3	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
BMW X4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X5	⬆	Opt.	Opt.	Opt.	—	Good	Good	—	—	⏫	⏫/⏫	⬆/⬆
BMW X6	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Envision	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	—/⬆
Cadillac XT5	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Chevrolet Equinox	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Dodge Durango	!	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⏫	⬆/!
Dodge Journey	!	—	—	—	Poor	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Ford Edge	⬆	Opt.	—	—	Accept.	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Ford Explorer	!	Opt.	—	—	Marg.	Good	Good	—	Good	⏫	⏫/⏫	⬆/⬆
Ford Flex	!	Opt.	—	—	Accept.	Good	Good	Good	Good	—	—	—
GMC Acadia	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
GMC Terrain	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Honda Pilot	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Hyundai Santa Fe	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Hyundai Santa Fe Sport	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Infiniti QX50	—	Opt.	Opt.	Opt.	—	Good	Good	Good	—	—	—	⬆/⬆
Infiniti QX60	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Infiniti QX70	⬆	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Jaguar F-Pace	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Grand Cherokee	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	⏫/⏫	!/⬆
Jeep Wrangler	⏬	—	—	—	Good	Good	Marg.*	—	—	—	—	—/!
Kia Sorento	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Land Rover Discovery	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	!	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—

*Tested without optional side air bags.

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward-Collision Warning	Automatic Emergency Braking, City	Automatic Emergency Braking, Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY (Continued)												
Lexus GX	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus NX	!-▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Lexus RX	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Lincoln MKT	—	Opt.	—	—	—	Good	Good	Good	Good	—	—	▲/▲
Lincoln MKX	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Maserati Levante	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda CX-9	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	▲	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz GLE	!	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	▲/▲
Nissan Murano	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Nissan Pathfinder	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Porsche Cayenne	▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model X	▲▲	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota 4Runner	!	—	—	—	Marg.	Good	Good	Good	Good	▲	▲/▲▲	!/!
Toyota Highlander	!-▲	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Volkswagen Atlas	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Volkswagen Touareg	—	Std.	Std.	—	—	Good	Good	Good	Good	—	—	—
Volvo XC90	▲▲	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	—/▲
SUVs: LARGE/LUXURY												
Buick Enclave	!	Opt.	—	—	—	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Cadillac Escalade	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲/▲▲	!/!
Chevrolet Suburban	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲/▲▲	!/!
Chevrolet Tahoe	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲▲/▲▲	!/!
Chevrolet Traverse	!	Opt.	—	—	—	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Ford Expedition	!	—	—	—	—	—	—	—	—	▲▲	▲▲/▲▲	!/▲
GMC Yukon	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲▲/▲▲	!/!
GMC Yukon XL	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲/▲▲	!/!
Infiniti QX80	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover	!	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	▲	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Navigator	!	—	—	—	—	—	—	—	—	▲▲	▲▲/▲▲	▲/▲
Mercedes-Benz GLS	!	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Armada	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Land Cruiser	!	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Sequoia	▼	—	—	—	—	—	—	—	—	—	—	▲/▲
PICKUPS: COMPACT												
Chevrolet Colorado	!	Opt.	—	—	—	Good	—	—	—	▲	▲/▲▲	!/!
GMC Canyon	!	Opt.	—	—	—	Good	—	—	—	▲	▲/▲▲	!/!
Honda Ridgeline	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Nissan Frontier	—	—	—	—	—	Good	Good	Accept.	—	—	—	!/▲
Toyota Tacoma	▼	—	—	—	—	Good	Good	—	—	▲	▲/▲▲	▲/▲
PICKUPS: FULL-SIZED												
Chevrolet Silverado 1500	!	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Ford F-150	!	Opt.	—	—	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
GMC Sierra 1500	!	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Nissan Titan	—	—	—	—	Marg.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲▲
Ram 1500	!	—	—	—	Marg.	Good	Good	Good	Marg.	▲	▲/▲▲	▲/!
Toyota Tundra	▼▼	—	—	—	Marg.	Good	Good	Good	Accept.	▲	▲/▲▲	!/▲

Dimensions

These charts allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions & Weight

Length, width, height, and **wheelbase** data come from the manufacturer. **Weight** of tested vehicles is measured on our scales.

Cargo

Max. load is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

Cargo volume for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

Towing capacity is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model. **NR** denotes not recommended for towing.

Interior Dimensions

Front, rear, and third-row shoulder room are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more. **Front leg room** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go. **Rear or third-row leg room** is measured with the front seat adjusted to provide 40 inches of front leg room. **Head room** is the clearance above a 5-foot, 9-inch person. **NA** means data are not available; we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	196	77	67	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	65	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	-	-	-
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	157	74	47	94	2,465	340	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Alfa Romeo Giulia	183	74	57	111	3,695	905	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Alfa Romeo Stelvio	185	75	65	111	3,650	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	-	-	-
Audi A5	184	73	54	109	3,605	NA	12.0	NR	55.5	NA	NA	50.5	NA	NA	-	-	-
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	-	-	-
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	-	-	-
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	184	75	65	112	4,190	NA	NA	NA	57.0	NA	NA	55.0	NA	NA	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,690	905	17.0	NR	55.0	42.0	4.0	54.5	27.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	195	74	58	117	3,880	860	19.0	NR	58.5	NA	NA	56.0	NA	NA	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X3	183	74	65	111	4,135	905	33.0	3,000	57.0	43.0	4.5	55.5	28.5	4.0	-	-	-
BMW X4	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
Buick Cascada	185	72	57	106	3,980	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	202	79	72	119	5,100	1,335	44.0	4,500	62.0	41.5	3.5	60.5	30.0	4.0	56.0	24.0	0.0
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Envision	184	72	67	108	4,050	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Buick LaCrosse	198	73	58	114	3,665	915	15.0	1,000	57.0	44.0	3.5	55.5	32.0	2.5	-	-	-
Buick Regal	190	73	58	108	3,710	925	14.0	NR	56.5	43.0	3.0	53.0	29.0	1.5	-	-	-
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	-	-	-
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
Chevrolet Bolt	164	70	63	102	3,600	875	17.0	NR	54.5	NA	NA	53.0	NA	NA	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
Chevrolet Colorado	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	1,000	54.0	43.0	5.0	51.5	29.0	1.5	-	-	-
Chevrolet Equinox	183	73	65	107	3,550	NA	NA	3,500	57.0	NA	NA	55.5	NA	NA	-	-	-
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
Chevrolet Sonic	174	68	60	99	2,765	895	15.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
Chevrolet SS	196	75	58	115	4,025	915	18.0	NR	58.5	44.0	3.5	57.5	30.0	2.0	-	-	-
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	78	70	119	4,975	1,405	48.5	5,200	61.0	41.0	3.5	60.5	30.0	4.0	55.0	24.0	1.0
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Grand Caravan	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124	160	69	49	91	2,450	340	5.0	NR	52.0	NA	NA	-	-	-	-	-	-
Fiat 500	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	-	-	-
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford C-MAX	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
Ford Escape	178	72	66	106	3,695	825	34.0	2,000	55.5	41.5	6.0	53.5	28.0	5.0	-	-	-
Ford Expedition	221	79	79	131	6,265	1,440	71.0	9,100	63.0	42.0	3.5	63.5	29.0	4.5	52.0	28.0	2.5
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,025	1,925	-	10,700	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-
Ford Fusion	192	73	58	112	3,505	850	16.0	1,000	57.5	42.0	5.0	54.5	29.0	3.0	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Genesis G90	205	75	59	124	4,820	880	16.0	NR	59.0	44.0	4.5	56.5	33.0	3.0	-	-	-
GMC Acadia	194	75	66	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
GMC Sierra 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
GMC Terrain	183	73	65	107	3,645	NA	NA	3,500	57.0	NA	NA	55.5	NA	NA	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Honda Accord	191	73	58	109	3,245	850	16.0	1,000	58.5	41.0	5.0	55.5	30.0	2.0	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda CR-V	181	73	67	105	3,420	850	NA	1,500	58.0	NA	NA	55.5	NA	NA	-	-	-
Honda Fit	160	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Odyssey	203	79	68	118	4,530	NA	NA	3,500	64.0	NA	NA	62.5	NA	NA	59.5	NA	NA
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	-	5,000	61.0	40.5	6.0	60.5	26.0	4.5	-	-	-
Hyundai Accent	172	67	57	101	2,550	850	14.0	NR	53.0	41.5	5.0	51.0	26.0	2.0	-	-	-
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	NA	850	27.0	NR	56.0	NA	NA	55.0	NA	NA	-	-	-
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	-	-	-
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	-	-	-
Hyundai Tucson	176	73	65	105	3,475	970	29.5	2,000	56.0	41.5	5.5	54.0	28.0	5.0	-	-	-
Hyundai Veloster	166	71	55	104	2,765	700	16.0	NR	54.5	41.5	2.0	50.5	26.5	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q60	184	73	55	112	3,940	NA	9.0	NR	54.4	NA	NA	52.0	NA	NA	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,540	880	21.5	NR	54.5	44.0	3.0	52.5	25.5	2.0	-	-	-
Infiniti QX50	187	71	63	113	4,015	860	NA	NR	55.0	NA	NA	55.0	NA	NA	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX70	191	76	66	114	4,225	950	25.5	2,000	56.5	41.5	3.5	56.0	27.0	4.5	-	-	-
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	-	-	-	-	-	-
Jaguar XE	184	77	56	112	3,350	NA	16.0	NR	NA	NA	NA	NA	NA	NA	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	-	-	-
Jeep Compass	173	74	65	104	3,325	NA	NA	2,000	56.5	NA	NA	55.0	NA	NA	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	-	-	-
Kia Cadenza	196	74	58	112	3,725	905	16.0	NR	58.5	NA	NA	56.5	NA	NA	-	-	-
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	-	-	-
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Niro	172	71	60	106	3,160	NA	26.0	NR	56.0	NA	NA	55.5	NA	NA	-	-	-
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	172	68	57	101	2,575	925	14.0	NR	52.5	42.0	5.0	49.5	26.0	2.5	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Land Rover Discovery	196	82	74	115	4,835	NA	NA	8,200	NA	NA	NA	NA	NA	NA	NA	NA	NA
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	NA	NA	NA
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Lexus CT 200h	171	70	57	102	3,225	825	18.0	NR	53.5	42.0	3.0	52.0	26.0	3.0	-	-	-
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	-	-	-
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LC	187	76	53	113	4,280	NA	5.0	NR	56.5	NA	NA	49.0	NA	NA	-	-	-
Lexus LS	205	74	58	122	4,515	825	18.0	NR	57.0	41.5	3.5	53.5	35.0	3.5	-	-	-
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lincoln Continental	201	78	59	118	4,540	900	17.0	1,000	58.0	41.5	5.0	55.0	32.5	3.0	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Navigator	207	80	78	119	6,140	1,380	61.5	8,700	63.0	42.5	4.5	63.5	29.0	5.0	50.0	30.5	2.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda 3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda 6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	72	66	106	3,435	850	33.0	2,000	56.5	42.0	4.0	54.0	28.5	4.5	-	-	-
Mazda CX-9	200	76	68	113	4,585	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mercedes-Benz B-Class ED	172	71	63	106	3,925	NA	22.0	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	915	11.0	NR	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	51	102	3,960	NA	14.0	NR	55.5	NA	NA	-	-	-	-	-	-
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	170	72	61	105	3,675	NA	NA	NR	55.0	NA	NA	54.0	NA	NA	-	-	-
Mitsubishi i-MiEV	145	62	64	100	2,610	660	13.0	NR	52.5	39.5	5.0	50.0	25.0	4.5	-	-	-
Mitsubishi Lancer	182	69	58	104	3,015	825	12.0	NR	55.0	40.5	5.0	54.0	27.0	1.5	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	-	-	-
Nissan Leaf	175	70	61	106	3,360	860	15.0	NR	54.0	41.0	6.5	51.5	28.5	2.5	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	199	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Rogue	185	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	-	-	-
Nissan Sentra	182	69	59	106	2,865	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-
Nissan Titan	228	80	77	140	5,770	1,435	-	9,390	63.5	NA	NA	63.5	NA	NA	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Nissan Versa Note	164	67	61	102	2,470	850	23.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	-	-	-	-	-	-
Porsche 718 Cayman	172	71	50	97	2,945	NA	10.0	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	76	56	116	4,125	1,375	17.0	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	229	79	79	141	5,495	1,270	-	10,050	65.5	41.5	7.0	65.5	31.0	2.5	-	-	-
Smart ForTwo	106	65	61	74	2,140	465	8.0	NR	51.0	41.5	5.0	-	-	-	-	-	-
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	175	70	62	104	3,165	900	23.0	1,500	55.0	41.5	5.5	53.0	29.0	3.5	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	182	70	57	105	3,085	850	12.0	NR	55.5	NA	NA	53.0	NA	NA	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX/STI	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	195	72	58	111	3,590	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	-	-	-
Toyota C-HR	171	71	62	104	3,065	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Toyota Camry	189	72	58	109	3,155	905	15.0	NR	57.5	42.0	5.0	55.5	29.0	3.0	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Corolla iM	171	69	58	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	-	-	-
Toyota Highlander	191	76	70	110	4,570	1,340	40.5	5,000	58.5	42.0	4.0	57.5	31.5	5.5	53.0	21.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	50	109	4,100	690	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	159	67	59	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	NA	NA	53.0	NA	NA	-	-	-
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	-	-	-
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	71	119	4,550	1,290	70.5	3,500	64.0	42.0	5.5	63.5	35.5	4.0	60.0	25.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Atlas	198	78	70	117	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen CC	189	73	56	107	3,420	925	13.0	2,000	55.0	43.0	3.0	54.0	27.5	2.0	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen Golf Alltrack	180	71	60	104	3,465	1,010	30.5	NR	55.5	44.0	3.0	52.5	28.0	2.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	174	71	66	103	3,785	1,145	30.0	2,200	55.0	42.0	5.0	52.0	28.0	1.5	-	-	-
Volkswagen Touareg	189	76	67	114	5,060	1,105	34.5	7,700	59.5	43.0	5.5	56.5	31.0	5.0	-	-	-
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S90	195	74	57	116	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	-	-	-
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	-	-	-
Volvo XC60	183	74	67	109	4,275	950	32.5	3,500	56.0	41.0	4.5	54.0	26.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

Top Tires

It doesn't pay to skimp when buying replacement treads

SHOPPING FOR NEW TIRES can be a daunting task. You can look at and feel them, but there's no way to tell simply by how they look which provides the best grip, the longest life, or the shortest stopping distance. That's why Consumer Reports tests 50 or more tire models each year, with each going through as many as 14 rigorous tests.

Spend More, Get More

We've found you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more, but will likely be worth it in the long run.

For example, a $130 tire that will last twice as long as an $87 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car for long. Many tires have a pro-rated treadwear warranty—but consult our tread life Rating or mileage for a direct comparison on how long a tire will last.

We have found some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. But the mileage you get with brand-new, low-resistance tires may initially be worse than the old, end-of-life tires you are replacing. This is because tires with tens of thousands of miles of wear have less tread and behave more like low-rolling resistance tires.

We recommend sticking to the same type and size tire that originally came on your car. First, check the Ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid an accident. After that, look for models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Every Season: Covered

While regular all-season tires typically come in T-speed ratings (up to 118 mph), many new cars come with performance all-season tires in H- and V-speed ratings (with ceilings of 130 mph and 149 mph, respectively). These deliver better grip, but at the cost of some tread life. Most don't carry a price penalty for performance, and there are some bargains available. A few also offer good snow and ice traction.

Traditional Truck Tires

Big SUVs and pickup trucks have specifically-designed tires, although many can also be used on crossovers.

All-season or all-terrain SUV/truck tires are designed for the rigors of towing and carrying heavy loads. All-terrain tires also provide some off-road grip.

How Long Will They Last?

Our latest testing of all-season, performance all-season, ultra-high performance (UHP) summer, and UHP all-season car tires includes the projected wear-out mileage in place of the five point tread-life Rating scale.

To determine longevity, we test tread life at a contract lab in Texas where each tire is driven 16,000 miles on public roads. We've been conducting this test for several years.

We found that close to half of the 49 all-season and performance all-season tires that we tested could be expected to last 65,000 miles or more, and about a half dozen could top 85,000 miles. A rewarding surprise: Long tread life doesn't necessarily bring much of a price premium, if any.

Our tread life estimates let you compare the expected miles-to-wear-out for the specific tires we tested, but your actual experience will vary by how, where, and what vehicle you drive, among many other factors.

PHOTO: JOHN POWERS

Michelin was a standout in our latest tests of all-season and performance all-season tires. The three Michelin models we rated all met or exceeded their mileage warranty, and also did very well overall in our performance tests.

But the longest-wearing tire came from Pirelli. We estimate that its P4 Four Seasons Plus could last a whopping 100,000 miles.

Falling short. UHP summer tires are designed for ultimate performance on dry and wet roads. But on average they lasted only about 34,000 miles in our evaluations, with some projected to wear out in just 25,000 miles.

UHP all-season tires may have less grip than UHP summer tires, but are longer wearing, averaging about 49,000 miles.

In comparison, the all-season tires that we evaluated averaged about 69,000 miles. Also keep in mind that many UHP summer tires don't offer any sort of treadwear warranty.

What's wrong with warranties. If your new tires wear out prematurely, the manufacturer's pro-rated tire treadwear warranty typically provides only a partial credit, representing the miles you didn't get, good toward the purchase of an identical or comparable tire from the same maker.

The credit is applied to the dealer's retail price, but that price is often fictional due to frequent discounting.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal's off. You may also have to document in writing that you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

Where to Shop

Between looking at traditional tire stores, local car dealerships, big-box superstores, and Internet retailers, you have ample sources with which to compare prices for the tires you want. We recommend replacing all four tires at the same time for the best balance of handling and grip:

Check online first. Get a final price, including shipping and any extras.

Visit your local retailers. Ask if they can meet or beat the online prices. Also ask what they'd charge to mount and balance tires you buy elsewhere.

Compare price quotes. Make sure the final "out the door" price includes mounting, balancing, wheel alignment, and disposal of your old tires.

Consider the extras. Services like free lifetime tire rotations and a free replacement road-hazard guarantee may tilt the scales to one retailer over another.

Additional costs. If your car has a tire-pressure monitoring system you may face a modest extra charge, and if the sensors in the wheels need to be replaced, expect to pay $30 or more per sensor.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TIRES
Best balance of long tread life and good all-weather performance:

Michelin Defender

Pirelli P4 Four Seasons Plus

Rec.	Brand & Model	Score	Three-Season Driving: Dry Braking	Three-Season Driving: Wet Braking	Three-Season Driving: Handling	Three-Season Driving: Hydroplaning	Winter Driving: Snow Traction	Winter Driving: Ice Braking	Comfort: Ride	Comfort: Noise	Other: Rolling Resistance	Other: Tread Life, Miles
	ALL-SEASON TIRES											
✓	**Michelin** Defender	70	▲	●	▲	▲	▲	●	●	▲▲	▲	90,000
	Continental TrueContact	68	▲	●	▲	▲	▲	▼	▲	▲	▲▲	60,000
	General Altimax RT43	66	▲	●	●	▲	▲▲	●	▲	▲	▲	65,000
✓	**Pirelli** P4 Four Seasons Plus	66	▲	●	●	▲	▲	●	▲	▲	▲▲	100,000
	Nexen Aria AH7	64	▲	●	●	●	▲	●	●	▲▲	▲	75,000
	Goodyear Assurance TripleTred All-Season	62	▲	●	▲	▲	●	▼▼	●	▲	●	80,000
	Kumho Solus TA11	62	▲	▼	●	▲	▲	●	●	▲	▲▲	55,000
	Cooper CS5 Grand Touring	62	▲	●	●	▲	▲	▼▼	▲	▲	▲	70,000
	Yokohama Avid Ascend	60	▲	▼	●	▲	●	▼	▲	▲	▲	90,000
	BFGoodrich Advantage T/A	58	▲	▼	●	▲	●	●	▲	●	▼	75,000
	Uniroyal Tiger Paw Touring	56	▲	▼	●	▲	●	▼	▲	●	●	65,000
	Sumitomo HTR Enhance L/X	56	▲	▼	●	▲	●	▼	▲	▲	●	70,000
	Toyo Extensa A/S	54	▲	▼	●	●	●	▼	●	▲	●	60,000
	Firestone Precision Touring	54	▲	●	●	●	▼	▼	▲	●	▲	55,000
	Firestone FR710	52	▲	●	●	●	▼	▼	●	●	▲	55,000
	GT Radial Champiro VP1	50	▲	●	●	▲	▼▼	▼▼	▲	▲	▲	45,000

WORSE — BETTER | RECOMMENDED

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES H-RATED
Best balance of long tread life and good all-weather grip:

Pirelli Cinturato P7 All Season Plus

Michelin Premier A/S

Rec.	Brand & Model	Score	Three Season Driving: Dry Braking	Wet Braking	Handling	Hydroplaning	Winter Driving: Snow Traction	Ice Braking	Comfort: Ride	Noise	Other: Rolling Resistance	Tread Life, Miles
	PERFORMANCE ALL-SEASON, H-SPEED RATED											
	Continental PureContact	70	▲	▲	▲	▲	▲	▼	▲	▲	▲	55,000
✓	**Pirelli** Cinturato P7 All Season Plus	70	▲	●	●	▲	▲	●	▲	▲	▲▲	70,000
✓	**Michelin** Premier A/S	70	▲	▲	●	▲	▲	●	▲	▲	▲	85,000
	Goodyear Assurance Fuel Max	68	▲	▲	▲	▲	●	●	●	▲	▲▲	60,000
	General Altimax RT43	68	▲	●	▲	▲	●	●	▲	▲	▲	65,000
	Nokian Entyre 2.0	68	▲	▲	▲	▲▲	●	▼	▲	▲	▲	35,000
	Nexen N5000 Plus	66	▲	▼	▲	▲	▲	●	▲	▲	▲▲	75,000
	Cooper CS5 Ultra Touring	64	▲	●	▲	▲	●	▼▼	▲	▲	●	60,000
	Dunlop SP Sport 7000 A/S	64	▲	●	●	▲	●	●	●	▲	●	65,000
	Kumho Solus TA31	64	▲	●	▲	▲	●	▼	●	●	▲▲	55,000
	Toyo Versado Noir	60	▲	●	●	●	▲	▼	▲	●	▲	65,000
	Uniroyal Tiger Paw Touring	60	▲	●	●	▲	●	▼	▲	●	▲	60,000
	BFGoodrich Advantage T/A	58	▲	▼	●	▲	●	▼	▲	●	●	65,000
	Sumitomo HTR Enhance L/X	58	▲	▼	●	▲	●	▼	▲	▲	●	55,000
	Falken Ziex ZE950 A/S	56	▲	●	●	●	▲	▼	●	●	▼	55,000
	GT Radial Champiro VP1	52	▲	●	●	▲	▼▼	▼▼	●	●	▲	50,000

PERFORMANCE ALL-SEASON TIRES V-RATED
Best balance of long tread life and mostly good all-weather performance:

Michelin Premier A/S

Pirelli Cinturato P7 All Season Plus

Rec.	Brand & Model	Score	Three-Season Driving: Dry Braking	Wet Braking	Handling	Hydroplaning	Winter Driving: Snow Traction	Ice Braking	Comfort: Ride	Noise	Other: Rolling Resistance	Tread Life, Miles
	PERFORMANCE ALL-SEASON, V-SPEED RATED											
	Continental PureContact	70	▲	▲	▲	▲	▲	▼	▲	▲	▲	55,000
✓	**Michelin** Premier A/S	70	▲	▲	▲	▲	▲	▼	▲	▲	●	80,000
✓	**Pirelli** Cinturato P7 All Season Plus	70	▲	●	●	▲	▲	▼	▲	▲	▲▲	65,000
	General Altimax RT43	68	▲	●	▲	▲	●	▼	▲	▲	▲	55,000
	Goodyear Eagle Sport All-Season	64	▲	●	▲	▲	●	▼▼	●	●	▲	70,000
	Goodyear Assurance ComforTred Touring	62	▲	▼	●	▲	▲	▼	▲	▲	▲	75,000
	Yokohama Avid Ascend	62	▲	▼	●	▲	●	▼	▲	▲	●	85,000
	Cooper CS5 Ultra Touring	60	▲	●	▲	▲	●	▼▼	▲	▲	▼	50,000
	Kumho Solus TA71	60	▲	●	▲	▲▲	●	▼	▲	▲	▼	40,000
	Bridgestone DriveGuard	60	▲	▲	●	▲	●	▼▼	●	▲	●	50,000
	Bridgestone Turanza Serenity Plus	60	▲	●	●	▲	▼	▼	▲	▲	●	60,000
	Goodyear Assurance TripleTred All-Season	58	▲	●	●	▲	●	▼▼	●	●	●	85,000
	BFGoodrich Advantage T/A	56	▲	▼	●	▲	●	▼	▲	●	●	60,000
	Falken Ziex ZE950 A/S	56	▲	●	●	●	▲	▼	●	●	●	55,000
	Uniroyal Tiger Paw Touring	56	▲	●	●	▲	●	▼	▲	●	▲	60,000
	Sumitomo HTR Enhance L/X	52	▲	▼	●	▲	▼	▼▼	▲	▲	●	55,000

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

UHP ALL-SEASON TIRES
Best for most weather conditions:

Michelin Pilot Sport A/S 3+
Pirelli P Zero All Season Plus
Continental ExtremeContact DWS06
BFGoodrich g-Force COMP-2 A/S

Michelin Pilot Sport A/S 3+

UHP SUMMER TIRES
Best Overall:

Michelin Pilot Super Sport
Goodyear Eagle F1 Asymmetric 3
Nokian zLine
Yokohama ADVAN Sport V105
Pirelli P Zero

Michelin Pilot Super Sport

GUIDE TO THE RATINGS Overall score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement from 60 mph. Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For UHP tires, (dry) handling includes dry cornering grip, avoidance maneuver performance, and subjective steering feel. Where noted, wet handling includes wet cornering grip and handling on our wet circuit. Hydroplaning denotes a tire's ability to resist skimming along the surface of standing water. Snow traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride comfort and Noise are evaluated subjectively, on rough and smooth roads. Rolling resistance, as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential from our 16,000-mile mixed vehicle driving test.

Rec.	Brand & Model	Score	Three Season Driving: Dry Braking	Dry Handling	Wet Braking	Wet Handling	Hydroplaning	Winter Driving: Snow	Ice	Comfort: Ride	Noise	Other: Rolling Resistance	Tread Life
	UHP ALL-SEASON												
✓	**Michelin** Pilot Sport A/S 3+	78											55,000
✓	**Pirelli** P Zero All Season Plus	76											50,000
✓	**Continental** Extreme-Contact DWS06	76											45,000
✓	**BFGoodrich** g-Force COMP-2 A/S	74											60,000
	Goodyear Eagle Sport All-Season	72											70,000
	Yokohama ADVAN Sport A/S	72											60,000
	Goodyear Eagle F1 Asymmetric All-Season	72											50,000
	Hankook Ventus S1 noble 2	72											45,000
	Dunlop Signature HP	72											40,000
	General G-Max AS-03	70											50,000
	Falken Azenis FK450 A/S	68											40,000
	Kumho ECSTA 4X II	68											40,000
	Cooper Zeon RS-3G1	68											35,000
	Bridgestone Potenza RE970 AS Pole Position	68											45,000
	Laufenn S Fit AS	68											60,000
	Nitto Motivo	66											50,000
	Fuzion UHP Sport A/S	64											55,000
	Toyo Proxes 4 Plus	62											50,000
	Sumitomo HTR A/S PO2	60											30,000
	Sumitomo HTR Enhance L/X	60											55,000
	GT Radial Champiro UHP AS	58											40,000
	UHP SUMMER												
✓	**Michelin** Pilot Super Sport	82						–	–				40,000
✓	**Goodyear** Eagle F1 Asymmetric 3	80						–	–				35,000
✓	**Nokian** zLine	80						–	–				35,000
✓	**Yokohama** ADVAN Sport V105	78						–	–				35,000
✓	**Pirelli** P Zero	78						–	–				35,000
	Kumho ECSTA PS91	76						–	–				25,000
	Bridgestone Potenza S-04 Pole Position	76						–	–				30,000
	Vredestein Ultrac Vorti	76						–	–				40,000
	Hankook Ventus V12 evo2	76						–	–				35,000
	Nexen N Fera SU1	76						–	–				35,000
	Toyo Proxes T1 Sport	74						–	–				25,000
	Firestone Firehawk Indy 500	74						–	–				40,000
	Bridgestone Potenza RE760 Sport	72						–	–				40,000
	Sumitomo HTR ZIII	70						–	–				35,000
	BFGoodrich g-Force Sport Comp-2	70						–	–				35,000
	Nitto iNVO	68						–	–				30,000
	Cooper Zeon RS3-S	66						–	–				25,000
	Dunlop Direzza DZ102	66						–	–				40,000

WORSE — BETTER | RECOMMENDED

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TRUCK TIRES
Best for all-weather conditions and excellent tread life:

Michelin LTX M/S2

Goodyear Assurance CS TripleTred All-Season

Very good choices for most weather conditions:

Pirelli Scorpion Verde All Season Plus
Continental CrossContact LX20 EcoPlus
Cooper Discoverer SRX

Rec.	Brand & Model	Score	Three Season Driving: Dry Braking	Wet Braking	Handling	Hydroplaning	Winter Driving: Snow Traction	Ice Braking	Comfort: Ride Comfort	Noise	Other: Rolling Resistance	Tread Life
	ALL-SEASON TRUCK											
✓	**Michelin** LTX M/S2	74	▲	▲	▲	▲▲	▲	●	▲	▲▲	●	▲▲
✓	**Goodyear** Assurance CS TripleTred All-Season	70	▲▲	▲	●	▲	●	●	●	▲▲	●	▲▲
✓	**Pirelli** Scorpion Verde All Season Plus	68	▲▲	▲	▲	▲▲	●	●	▲	▲▲	▲	▲
✓	**Continental** CrossContact LX20 EcoPlus	68	▲▲	▲▲	●	▲▲	●	▼	▲	▲▲	●	●
✓	**Cooper** Discoverer SRX	68	▲	▲	▲	▲▲	▲	●	●	▲	▲	▲
	Nokian WR G3 SUV	66	▲	▲	▲	▲▲	▲	●	●	●	●	▼
	Uniroyal Laredo Cross Country Tour	66	▲▲	▲	▲	▲	●	●	▲	▲	▼	▲
	Firestone Destination LE 2	66	▲▲	▲	▲	▲▲	▲	●	●	▲	●	●
	General Grabber HTS	66	▲▲	▲	●	▲▲	●	●	●	▲▲	▼	●
	Falken WildPeak H/T 01	64	▲▲	●	●	▲▲	●	●	●	▲	▼	▲
	Hankook Dynapro HT	64	▲▲	▲	▲	▲▲	●	●	●	●	●	▲
	GT Radial Savero HT2	64	▲▲	●	▲	▲▲	●	▼	●	▲	▲	▼
	Toyo Open Country H/T	62	▲▲	●	▲	▲	●	●	▲	▲	▼▼	▲
	Kumho Road Venture APT KL51	62	▲▲	●	●	▲▲	●	●	●	▲	●	▼
	Maxxis Bravo HT-770	60	▲▲	●	▲	▲▲	▼	●	▲	▲▲	●	●
	Bridgestone Dueler H/L Alenza Plus	60	▲	▲	▲	▲▲	●	▼	●	●	●	●

ALL-TERRAIN TRUCK TIRES
Best for all-weather conditions and long tread life:

Hankook Dynapro AT-M
Goodyear Wrangler All-Terrain Adventure with Kevlar
Michelin LTX A/T2
Cooper Discoverer A/TW

Hankook Dynapro AT-M

Rec.	Brand & Model	Score	Three Season Driving: Dry Braking	Wet Braking	Handling	Hydroplaning	Winter Driving: Snow Traction	Ice Braking	Comfort: Ride Comfort	Noise	Other: Rolling Resistance	Tread Life
	ALL-TERRAIN TRUCK											
✓	**Hankook** Dynapro AT-M	66	▲▲	●	●	▲	▲	●	●	●	●	▲▲
✓	**Goodyear** Wrangler All-Terrain Adventure with Kevlar	66	▲▲	▲	▲	▲	●	●	●	●	▼▼	▲
✓	**Michelin** LTX A/T2	66	▲	●	●	▲▲	▲	●	▲	●	▲	▲▲
✓	**Cooper** Discoverer A/TW	64	▲	●	▲	▲▲	▲	●	●	●	●	▲
	Maxxis Bravo AT-771	62	▲▲	●	●	▲▲	●	●	●	●	▼	●
	BFGoodrich Rugged Terrain T/A	62	▲▲	▲	▲	▲	●	●	▼	▼	▼	▲
	Cooper Discoverer A/T3	60	▲▲	●	▲	▲▲	●	▼	▲	●	▼	●
	Nokian Rotiiva AT	60	▲▲	●	●	▲▲	▲	▼	▲	●	●	●
	Nexen Rodian AT Pro	60	▲▲	●	●	▲	▲	●	●	●	▼	●
	Kumho Road Venture AT KL78	58	▲	●	●	▲	▲	●	●	●	▼	●
	Dick Cepek Trail Country	58	▲▲	●	●	▲	▲	●	●	●	▼▼	●
	Yokohama Geolandar A/T-S	58	▲▲	●	●	▲▲	●	▼▼	●	●	▼	▼
	Bridgestone Dueler A/T Revo 2	58	▲▲	▲	●	▲▲	●	●	●	●	▼	▼
	Firestone Destination A/T	56	▲	▼	●	▲▲	●	●	●	●	▼	●

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